

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE,
ENGINEERING, BANKING, MINING, MANUFACTURES,

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ & CO., AT NO. 31 PARK ROW, NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXXVI., No. 15.]

FRIDAY, APRIL 9, 1880.

[WHOLE No. 2,294, VOL. LIII,

Mr. FREDERIC ALGAR, Nos. 11 and 12 Clements Lane, Lombard Street, LONDON, E. C., England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

The Hepburn Bill again at the Produce Exchange.....	393
Co-operative Railroading. Why not?.....	394
Effects of Railroad Discriminations on the Erie Canal, and on the Commerce of this City and State.....	394
Junction Railroad.....	395
Panama Railroad.....	395
Railroad and Canal Dividend Statement.....	396
Baltimore and Northern Railroad.....	412
Public Debt of the United States.....	412
Financial and Commercial Review.....	413
Denison and Pacific Railroad.....	416
Chicago, Burlington and Quincy Railroad.....	416
Imports of Dry Goods at New York.....	418
American Steamship Co.....	418
Rapid Transit in Westchester Co.....	418
Bradshaw's Railway Manual for 1880.....	419
Progress of the Anthracite Coal Trade.....	419
Bessemer and Siemens-Martin Steel.....	419
New York and Brooklyn Bridge.....	419
The Coal Trade.....	420

American Railroad Journal.

HARLAN A. PIERCE, Editor.

New York, Friday, April 9, 1880.

The Hepburn Bill again at the Produce Exchange.

The fight over the Hepburn or Anti-Discrimination Bill at the Produce Exchange, is still carried on with renewed vigor and desperation on the part of the "special raters," who were worsted by 525 to 78 on the ballot taken since our last, to which the Board of Managers of that body were compelled to submit, as we then predicted, in compliance with the indignant protests of a large majority of its members. The vote was unusually small, however, owing to the unparalleled action of the Board of Managers, who refused to allow the members to vote upon the question in its original form, in which they obligingly put it when they called a meeting without objection, and on very short notice, at the instance of the "special raters," who thereby captured

the Exchange and perverted its prevailing sentiment against special rates, by the despotic use of their power and influence over their fellow members, which we fully explained two weeks ago. The result of this last vote is therefore not regarded as settling anything except that the Exchange is opposed to discriminations; for the question of "special rates" was obligingly omitted from the resolution on which the Exchange was compelled to vote, if at all, by its autocratic managers, whose little brief-authority seems to be their stock in trade, for which the "special raters" have successfully bid. This is the only theory upon which their action on this question can be accounted for, unless we throw the mantle of charity over them and suppose that these dizzy heights of power, to which they were never accustomed, have turned its members' heads. To do this, however, would be to expose them to ridicule, and we prefer to think that some of these managers are themselves getting "special" rates from the roads and others "special" favors from the "special raters" themselves. We think this accounts for the milk in the cocoanut.

There is now, however, another petition started by the "special raters," whose clerks and brokers have all signed it and gotten all their fellow clerks and brokers to do the same, asking this Honorable Board to call another meeting to ballot upon the Hepburn Bills *with their amendments*, as they know that not one in ten of the members can vote intelligently upon the question, in this shape, and that they cannot get copies of the bill to enable them to do so. In this way they hope to secure the same result as at the first packed meeting. Now we shall wait and see if it will take this Great Board of Managers two weeks to decide whether they will grant the petition of the 78 "special raters," as it did that of the 525 ordinary members who are not "in with" this Board and the railroads.

Meantime we may indulge in a few reflec-

tions upon this shilly shally, backing and filling policy of the present Board of Managers, and contrast it with that of former administrations, as this is now the tendency of thought and discussion at the Exchange, as was shown by a circular distributed there on the day of the balloting, under the caption, "Were Railroads chartered to enrich the few at the expense of the many?" in which some extracts, which we print below, from the annual address of its former President, Wm. A. Cole, were most pertinently made. It will be seen that these remarks of two years ago fully cover the question now, though its magnitude and danger have since been increased. To explain the position of affairs at the Exchange under former administrations, we need only point to the long and successful contest of President Franklin Edson some years ago to introduce the grain grading system at New York in defiance of the "special raters," who opposed it because it would give the small receivers of grain equal terminal facilities with themselves. We would also call attention to his more recent letter to the Hepburn committee placing the Exchange squarely on the record against discriminations and special rates alike, during his third term as President of the Exchange.

It will thus be seen how the Exchange has been misrepresented by its present management, and that there was a time when its officers could not be controlled and that there are some members of the Exchange who can rise above their selfish interests in treating a great public question, who have declared that they do not want special rates, although accepting them in self-defense because others get them, and who have said that if they cannot compete with their advantages of large capital, against their smaller neighbors, without special rates, they ought to be compelled to go out of business. This is in strong contrast with those who are crying for special rates like a lot of overgrown and overfed babies clinging to the bottle after their teeth are

cut and they ought to be eating the diet of a man, like a man.

Indeed their action on this question reminds us of an incident in the boyhood of one of these "special raters," as told us by himself. His father had sent him to cultivate tobacco plants; and, finding it tiresome stooping over them, he improvised a labor sowing machine in the shape of a milking stool, strapped to his body, on which he sat down while weeding the plants, carrying it with him like a pannier from plant to plant, until discovered by his father, who taught him a lesson in standing upon his own bottom which he appears to have forgotten. The extracts from the address of President Cole contained in the circular above referred to are as follows:

"New York is the only city discriminated against on the seaboard. The love developed for other and strange gods—Boston and Portland—by roads leading to New York, is truly marvelous. Western produce is carried from a given point hundreds of miles further for less money; trades which once flourished in New York have been driven from us. Our Rochester and Buffaloes have been moved a thousand miles westward because the rates of freight are the same to, or rather in favor of, the Western point. One city has been built up at the expense of another, which, I hold, is not the legitimate business of a railroad. As common carriers, receiving their charters from the people, rates of freight from one given point to another should be equal. A thousand car loads freight, owned by a thousand people, should be brought as cheaply as to the one man owning the thousand. Combinations of all kinds are unhealthful, and the railroad combination is not an exception; it is the cause of freight discriminations and its bad results. Railroad combination, as now understood, is the making of a rate to day and breaking faith with each other to-morrow, by making special rates for the few to the detriment of the many, and this is the growing evil of the day. Capital in this country—the result of persistent individual effort—belongs solely to its possessor. It has many and great advantages, and it should not be subsidized by a railroad, nor, indeed, by any other interest. Let each and all stand on equal ground, so far at least as the transportation of merchandise by railroad is concerned. Let brains and enterprise have that chance. Let not the many be forced to pay a royalty to the few. Let him who fights his battle best be the victor. We are not at all envious of our sister cities on the seaboard, or elsewhere; we applaud their people for their enterprise and spirit—are glad to know that they utilize all their natural advantages; and I believe they have more manliness than to ask the roads to discriminate in their favor. New York asks no favors; it demands only justice, and to be placed on an even footing in all respects with its competitors. There can be no antagonism between the people and our railroad organizations if they are not antagonistic to the people."

At the annual election for directors of the Panama Railroad Company, held on the 5th inst., two changes were made: D. O. Mills and William B. Dinsmore were chosen to fill the places of James M. Burke and H. H. Baxter. The present Board is therefore constituted as follows:

T. W. Park, John R. Marshall, Chas. G. Fracklyn, D. O. Mills, J. G. McCullough, Joseph Ogden, Wm. B. Dinsmore, Samuel C. Thompson, George Garr, Charles D. Leverich, George A. Hoyt, Thomas Maddock, Christopher Meyer.

Co-operative Railroading. Why Not?

The principle of co-operation has been so successfully introduced into almost every branch of manufacturing and commercial enterprise, both individual and corporate, in Great Britain, that it seems strange it has never been thought of, or at least publicly discussed, as a means of harmonizing the otherwise apparently inharmonious interests of stockholders and employes of railroad companies. Co-operative organizations, as is well known, were the outgrowth of the interminable conflicts between labor and capital, which began with the accumulation of money in the hands of the few, of whom the masses were compelled to seek employment, and grew with these accumulations, until they threatened not only the safety of property, but also the existence of the poorer classes and the stability even of the State itself. Against all these perils to the individual and the community, co-operation has proved the only permanent and human safeguard, because it protected the rights and dependence of both labor and capital upon each other by making their interests identical and their prosperity or losses mutual. There is no field of industry, in which such vast interests and enormous aggregations of capital are wholly at the mercy of labor, as in railroading. A manufactory can be stopped, but a railroad, like a newspaper, would be ruined by stoppage. The entire fabric of society and government even—the whole machinery of commerce and industry are dependent upon the employes of railroads for means of communication in person or by mail and for the food and clothing, the material and transportation necessary for their livelihood and operations, while their property is as dependent upon them for its value in store as it is for its safety while in transit. The railroad riots of 1877 gave the country a foretaste of the power of railroad employes for destruction, of which we hope the country may never be forced to a full realization. Never in the history of the world did so few men hold such power in a peaceful department of industry as they. These are the conditions which make it imperative that railroad employes should be placed in a position at once equitable to themselves and just to stockholders, above any other industry. Why, then, should not the co-operative principle be applied to railroading, as well as to other corporate industries?

Suppose for instance our railroads were organized with the minimum scale of wages and the rate of dividends fixed, by a Board of Arbitration having the power, upon a relative normal basis. That the wages were a first lien upon their property

after it is paid for, ahead of all the mortgages, as the earnings and value, as well as the preservation of the capital represented by bonds and stocks, is dependent upon the continuance of the laborers' services. That mortgages come next, and that the capitalization be fixed at an honest construction limit. That after the payment of the fixed wages, interest on bonded debt, expenses of maintenance and operation and the fixed dividends as above proposed, the excess of earnings be divided pro rata between the capital and labor or stockholders and employes, upon the basis of the labor representing a capital equal to the amount on which the fixed wages already paid would be the interest at the rate per cent fixed as dividends on the capital stock of the company. Add this amount to the capital stock of the company and divide the surplus accordingly, each laborer drawing a dividend upon his labor or stock in the company, the value of which has thus been fixed by what the company has paid him in fixed wages at a fixed interest for its use. This would be equitable and make the employe a partner whose interest would be to preserve instead of neglect or destroy the property of the company and shippers, as is now almost invariably the case.

Effects of Railroad Discriminations on the Erie Canal, and on the Commerce of this City and State.

Another side of the question of Railroad Discrimination in freight rates in favor of large houses, of localities, and of the season of Canal and Lake navigation, was recently shown before the Assembly Committee on Railroads by Mr. W. C. Clark who appeared in behalf of the boatmen of the Erie Canal. He charges that the condition on which the New York Central road grants special rates to shippers on its line, is that they shall ship nothing by canal, and that extortionate rates of freight are charged in winter in order to enable the road to carry freight while the canal is open, at less than cost, hoping to eventually bankrupt the boatmen and get rid of competition by the canal entirely. He charged even that there was a conspiracy existing between the trunk lines to pursue this policy until the Erie Canal should be abandoned and become a "Dry Ditch," as they have threatened, after which nothing would prevent them charging extortionate rates the whole year. We must admit there is more truth than fiction in what Mr. Clark says as to the purpose of the railroad managers; but we do not see the possibility of their ridding themselves of water competition during Lake navigation, even, should the Erie Canal be abandoned; for the Welland Canal will soon be enlarged to increase that competition during the summer, while the opening of the mouth of the Mississippi is already affording a winter outlet by water from the West via the Gulf of Mexico. The effects of the high rail rates of freight from the West

this winter have been seen in a material increase in grain shipments via New Orleans until recently, when the railroads lowered their rates. On the other hand what Mr. Clark says of the supremacy of the commerce of this city and State being lost with that of the Erie Canal, is perfectly true; for neither the railroads of this State nor this city would get the business lost by the canal, which Montreal and New Orleans, as well as the shorter rail routes to the seaboard, would take from us.

Junction Railroad.

At the annual meeting of the stockholders of the Junction Railroad Company, held in the office of the Pennsylvania Railroad Company, on the 5th inst., the following officers were elected for the ensuing year: President, Isaac Hinckley; secretary Joseph Lesley; secretary pro tem., John C. Sims, Jr.; treasurer, John Calker, Jr. Directors, Isaac Hinckley, George B. Roberts, Henry M. Phillips, Franklin B. Gowen and Henry Lewis. The Junction railroad connects the tracks of the P., W. & B., Philadelphia and Reading and Pennsylvania railroads, in West Philadelphia, and is owned jointly by the three companies with the exception of about a mile running through the Pennsylvania Company's yards, over which that company claims exclusive ownership.

Panama Railroad.

The Earnings and Expenses of this road for the year ending December 31, 1879, are as follows:

Earnings of the Road:

From freight.....	\$1,581,653 98
" passengers.....	142,709 80
" mails	12,869 02
" treasure	20,028 56

\$1,706,761 91

Miscellaneous Receipts:

Interest and exchange.....	173,321 30
Lighterage.....	132,755 35
Water supplied shipping.....	27,391 29
Rental of property, ballast, wharfage, light dues, telegraph, etc., etc.	81,071 75
Old rails taken up and shipped to New York prior to December 31, 1879.....	35,066 32

\$2,156,367 42

Expenses:

Operating expenses on the Isthmus (including \$33,182 4d spent for 1000 tons steel rails). \$463,168 91	
Lost & damaged freight.....	997 23
New York office expenses.....	16,246 93
Miscellaneous expenses in New York.....	24,204 52
Total working expenses.....	\$504,617 59
Subsidy to U. S. of Colombia	250,000 00
Drawback on Colombian produce.....	9,939 27
Interest on bonds	270,853 10
	1,085,409 96

Net profit..... \$1,120,957 46
—being 16 per cent on the capital stock, from which quarterly dividends have been paid equal to 18 per cent per annum, and \$210,957 46 has been added to the surplus fund, increasing the same to \$2,141,783 40.

The monthly payments due from the Pacific Mail Steamship Company, under the contract of February 1, 1878, were temporarily reduced for

a period of two years from January 1, 1879, to \$60,000 per month, causing a diminution in receipts of \$120,000. At the expiration of the present year the steamship company will resume their stipulated payments of \$70,000 per month.

The number of tons of freight transported over the road in 1879, was 161,744, against 152,477 in 1878, being an increase of 9,267 tons. In 1877 the tonnage was 146,948, and in 1876 113,781—showing a gain in four years of 47,963 tons, equal to 43 per cent. The number of tons of freight transported from New York to San Francisco in 1879 was 18,210; and from San Francisco to New York, 17,524—a total of 35,734 tons, out of a total tonnage, as stated above, of 161,744, or about 19 per cent; showing that the business between New York and San Francisco does not form the largest share of the traffic of the road.

The following is a comparative statement showing the principal productions of Central and South America transported over the Panama Railroad during the years named:

	1877.	1878.	1879.
Bark, bales.....	20,169	40,500	39,654
Cotton, bales.....	4,775	18,576	40,926
Cocoa, bags.....	115,019	59,466	186,110
Coffee, bags.....	233,181	191,561	351,070
Indigo, zeroons.....	11,884	7,438	9,581
Ivory nuts, bags.....	58,937	134,596	89,795
Rubber, bales.....	16,516	16,860	16,711
Sugar, bags.....	22,956	18,011	12,348

The extraordinary increase in shipments of bark, cotton and cocoa is attributed to the partial withdrawal of the rival steamship line via the Straits of Magellan, which now runs only one steamer per month, stopping at Caldera, whereas formerly they ran as far north as Callao, and that most of the steamers constructed for that line are now employed in the trade between England and Australia.

The increase in the shipments of coffee, the staple product of Central America, is attributed in part to the marvelous growth of these Republics, and to the fact that its cultivation was largely increased in lieu of indigo, the cultivation of which is gradually decreasing, as the land can be turned to better account in growing coffee. The decrease in ivory nuts for 1879 is due largely to the low prices ruling in the American and European markets. The falling off in the shipments of sugar is due to the fact that nearly all of this article exported from Salvador and Guatemala now finds a market in San Francisco instead of going to Europe or New York.

The number of passengers transported over the road in 1879 was 23,729, against 24,921 in 1878, 22,110 in 1877, and 22,940 in 1876. The decrease in the passenger traffic of the past over the previous year is attributable to the Chil-Peruvian war and exceptionally light travel between California and New York. The damage done by the floods of November, which interrupted freight traffic on the road during the month of December, has been repaired excepting the long bridge over the Chagres river, the stone piers of which are being rebuilt.

During 1878, 18 miles of new steel rails were laid, leaving 11 miles of the old iron to be taken up. All the steel rails and fish plates to replace these are on the ground, and the work is being carried along. A further small shipment of steel is now on its way from England with which to re-

lay the yards at Panama and Aspinwall. The old iron was disposed of at \$45 per ton—more than enough to pay for the steel, after deducting freight to New York, duties and all expenses.

The Company have 13 locomotives, 385 box cars, 75 flat cars, and 85 dump cars.

TREASURER'S STATEMENT, Dec. 31, 1879.

Assets:	
Cash in Bank	\$10,400 27
Cash in London	17,224 19
Due from connecting steamship lines	542,988 52
Notes receivable	4,165 00
U. S. of Colombia, for advance of subsidy.....	56,250 00
900 shares Panama stock, cost.....	122,564 97
Loans on demand	758,000 00
Petty cash	157 17
Accrued interest on loans	4,818 03

\$1,511,528 15

Liabilities:	
Drafts advised	\$1,520 00
Due sinking fund	88,877 08
Unpaid bills	6,208 14
Accrued interest on bonds, £60,189 58	

109,794 75

Surplus	\$1,401,788 40
Surplus Dec. 31st, 1878.	1,190,775 94

Increase for the year. \$210,957 46

Besides the above, the Company holds steamship property transferred to it 1st February, 1878, by the Pacific Mail Steamship Company, for which this Company issued Sterling bonds amounting to £200,000, say \$1,000,000.

SINKING FUND, December 31st, 1879.

The bonded indebtedness of the company consists of 3,989 seven per cent Sterling bonds of £200 each, equal to £797,800, (say \$3,989,000 00) of which the first 2,989 are due in 1897, and the remaining 1,000, (issued February 1st, 1878,) in ten half-yearly payments of 100 bonds each, beginning on 10th October, 1884, and ending on 10th April, 1889. To meet this bonded indebtedness the company has the following sinking fund:

195 Panama 7 per cent Sterling bonds, cost	\$178,255 01
1,500 shares Panama stock, cost	163,600 37
Six Pacific Mail steamers.....	400,000 00
Due from Panama Railroad Company	38,877 08

\$770,822 41

President.—T. W. PARK.

Vice President.—J. G. McCULLOUGH.

Directors.—John R. Marshall, T. W. Park, Chas. T. Francklyn, Joseph Ogden, Samuel C. Thompson, H. H. Baxter, George A. Hoyt, J. G. McCullough, Charles D. Leverich, John M. Burke, Thomas Maddock, Christopher Myer, George Gair.

Secretary and Treasurer.—W. J. EMMET.

Accountant.—E. Z. PENFIELD.

Gen. Sup't.—B. MOZLEY, Aspinwall.

Articles of incorporation of the Stillwater and Hastings Railway Company, dated April 5, and extending over a period of 50 years, have been filed in the office of the Secretary of State of Minnesota. Its general nature of business is the building of a railway from Stillwater to Hastings. The amount of capital stock is \$1,000,000.

The Ontario Silver Mining Company has declared the regular monthly dividend of Fifty cents per share for March, payable at the office of the transfer agents, Wells, Fargo & Co., No. 65 Broadway, on the 15th Inst. Transfer books close on the 10th Inst.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. [*] 100	43,500,000	J. & J.	Jan. '80 31	Louisv., Cln. and Lex. [*] 50	\$1,023,483	J. & J.	July '80 3	Ware River [*] 100	\$750,000	J. & J.	Jan. '80 31
Ashuelot [*] 100	210,000	quarterly	Oct. '79 31	Louisville & Nashville [*] 100	9,052,960	F. & A.	'80 3	Warren (N. J.) [*] 100	1,800,000	A. & O.	Apl. '79 31
Ath., Pop. & Santa Fe [*] 100	10,409,300	Feb. '80 3	Louisv., N. Alb. & Chi. [*] 100	3,000,000	J. & D.	Dec. '79 3	Warwick Valley [*] 100	225,000	J. & J.	Jan. '80 31	
Atlanta and West Point [*] 100	1,222,200	J. & J.	July '79 4	Lowell and Andover [*] 100	500,000	J. & J.	Jan. '80 31	Westchester & Phil. pref. [*] 100	821,300	J. & J.	Jan. '80 2
Atlantic and St. Law. [*] 100	5,000,000	M. & S.	Mar. '80 1	Lowell and Lawrence [*] 100	200,000	A. & O.	Apl. '78 24	West Jersey [*] 100	1,589,760	F. & A.	Nov. '79 2
Augusta and Savannah [*] 100	1,022,000	J. & D.	June '79 31	Lykens Valley [*] 100	600,000	F.M.A.N.	Feb. '79 24	Wilmington & Weldon [*] 100	1,455,200	J. & D.	Nov. '79 3
Avon, Genesee & Mt. M. [*] 100	226,000	A. & O.	Jan. '78 3	Manchester and Law. [*] 100	1,000,000	M. & N.	Nov. '77 5	Winchester & Potomac [*] 100	180,000	J. & J.	Jan. '79 2
Baltimore and Ohio [*] 100	14,216,800	M. & N.	Nov. '79 4	Marietta & Cincinnati [*] 50	1,405,912	"	"	Winchester & Strasburg [*] 100	500,000	J. & J.	Jan. '80 31
" " " pref. 100	4,519,578	J. & J.	Oct. '79 5	" 1st pref. 50	8,180,719	M. & S.	Sep. '86 3a	Worcester and Nashua [*] 75	1,789,800	J. & J.	July '76 2
Washington Br. [*] 100	1,650,000	A. & O.	Oct. '79 5	" 2d pref. 50	4,460,363	M. & S.	Sep. '86 3a	HORSE-POWER R. R.			
Berkshire [*] 100	600,000	quarterly	Apl. '80 1	Massawippi [*] 100	400,000	F. & A.	Feb. '81 1	Albany City [*] 100	110,300	" & -	
Boston and Albany [*] 100	20,000,000	M. & N.	Nov. '79 4	Memphis & Charleston [*] 25	5,312,725	J. & J.	Jan. '80 3	Baltimore City [*] 25	1,000,000	quarterly	Jan. '80 3
Bos., Clin., F. & N. Bel. [*] 100	1,297,600	"	"	Metropolitan Elev. [*] 100	5,000,000	quarterly	Apl. '80 24	Balt., Cat. & El. Mills [*] 100	2,200 sha	A. & O.	Apl. '79 2
" " " pref. 100	1,750,100	"	Oct. '79 2	Michigan Central [*] 100	18,738,304	F. & A.	Feb. '80 4	Broadway (Brooklyn) [*] 100	200,000	J. A. J.O.	Apl. '78 4
Agricultural Br. guar. [*] 100	60,000	J. & D.	June '76 3	Middlesex Central [*] 100	2,136 sha	J. & J.	Jan. '80 3	Broadw. & 7th Av. (N.Y.) [*] 100	2,100,000	J. A. J.O.	Apl. '79 2
Bost., Conn. & Mont. [*] pref. 100	800,000	M. & N.	Nov. '79 3	Mill Creek & Minehill [*] 50	322,375	J. & J.	Jan. '80 5	Brooklyn & Hunter's Pt. [*] 100	400,000	A. & O.	Jan. '79 3
Boston and Lowell [*] 500	2,250,000	J. & J.	Jan. '80 2	Mobile & Montgomery [*] 100	2,794,300	F. & A.	Feb. '80 2	Brooklyn City [*] 100	2,000,000	F.M.A.N.	Aug. '79 4
Boston and Maine [*] 100	6,921,274	M. & N.	Nov. '79 3	Morris and Essex [*] 100	15,000,000	J. & J.	Jan. '80 4	Bushwick (Brooklyn) [*] 100	309,000	J. & J.	July '71 3
Boston and Providence [*] 100	4,000,000	M. & N.	Nov. '79 3	M. Carbon & Pt. Carbon [*] 100	282,350	J. & J.	Jan. '80 6	Cambridge [*] 100	875,000	J. A. J.O.	Apl. '80 4
Attleborough Branch [*] 100	131,700	J. & J.	Jan. '80 3	Nashua and Lowell [*] 100	800,000	M. & N.	Nov. '79 3	Con. Park, N. & E. Riv. [*] 100	1,068,400	J. & J.	Jan. '79 3
Bost., Rovere B. & Lynn [*] 100	349,200	J. & J.	Dec. '79 2	Nashville and Decatur [*] 100	1,529,000	J. & D.	June '79 3	Citizens' (Phil.) [*] 50	500,000	J. & J.	Jan. '78 10
Buffalo, N. Y. and Erie [*] 100	980,000	J. & D.	Feb. '80 2	Nash., Chat. & St. Louis [*] 25	6,575,256	A. & O.	Oct. '79 1	Citizens' (Pbg.) [*] 50	200,000	M. & N.	Nov. '77 10
Burl. & Mo. Riv. in Neb. [*] 100	3,774,000	M. & N.	Apr. '80 3	Naugatuck [*] 100	2,000,000	J. & J.	July '79 5	Coney Island Brook. [*] 100	500,000	" & -	Apl. '78 3
Camden and Atlantic [*] 50	500	"	Oct. '79 1	Nesquehoning Valley [*] 50	1,000,000	M. & S.	Oct. '79 24	Continental (Phila.) [*] 100	180,000	J. & J.	Jan. '80 5
" " " pref. 50	888,311	quarterly	Jan. '80 3	N. Castle & Beaver Val. [*] 100	1,800,000	quarterly	Oct. '79 24	D. Cook, E. B'dw. & Bat. [*] 100	1,200,000	F.M.A.N.	May '79 2
Camden & Burl. Co. [*] 100	381,925	J. & J.	Jan. '80 3	N. Haven & Northamp. [*] 100	605,000	quarterly	Oct. '79 14	Eighth Avenue (N.Y.) [*] 100	1,000,000	J. & J.	Jan. '79 6
Orp. May and Millville [*] 50	447,000	J. & D.	Jan. '80 3	New London Northern [*] 100	1,418,806	quarterly	Dec. '79 14	Elizabeth and Newark [*] 100	200,000	" & -	
Uttawissa [*] 50	1,189,600	October	Feb. '80 3	New York and Harlem [*] 100	8,500,000	J. & J.	Apr. '80 20	42nd St. & G. St. Ferry [*] 100	748,000	M. & N.	May '79 6
" " " 2d pref. 50	1,000,000	M. & N.	Nov. '79 3	New York & Long Br. [*] 100	2,000,000	annually	Apr. '80 20	Frankl. & Southw. (Ph.) [*] 50	600,000	A. & O.	Apl. '80 4
Cayuga and Susq. [*] 60	880,110	J. & J.	Feb. '80 1	New York Elevated [*] 100	6,500,000	quarterly	Oct. '79 24	Germantown (Ph.) [*] 50	1,000,000	J. & J.	Jan. '80 2
Cedar Rapids & Mo. R. [*] 100	380,400	F.M.A.N.	Feb. '80 1	N.Y., Lake Erie & West [*] 100	7,107,700	"	Apr. '80 24	Girard College (Ph.) [*] 50	500,000	J. & J.	July '71 3
Central of Georgia [*] 100	7,500,000	J. & D.	Apr. '78 24	" pref. 100	1,500,000	J. & J.	Jan. '80 4	Grand St. and Newton [*] 100	170,000	J. & J.	July '71 2
Central of New Jersey [*] 100	18,563,200	quarterly	Jan. '80 3	Green & Coates St. (Ph.) [*] 50	500,000	J. & J.	July '79 6	Heston, Mantau & Farm [*] 200,000	4,050,000	J. & J.	Jan. '79 1
Central Ohio [*] 50	2,425,000	J. & J.	Jan. '80 3	Highland [*] 100	500,000	J. & J.	Jan. '80 4	Lomb. & South Sta. (Ph.) [*] 25	105,000	" & -	
" " " pref. 50	400,000	J. & J.	Feb. '80 2	Long Br. [*] 100	5,542,000	J. & J.	Jan. '80 5	Orange and Newark [*] 100	228,555	" & -	
Central Pacific [*] 100	1,016,255,500	quarterly	Feb. '80 1	North Central [*] 100	5,842,000	A. & O.	Dec. '79 2	Penn's (Phila.) [*] 25	206,054	"	July '79 2
Chenango [*] 100	380,000	quarterly	Jan. '80 1	North N. Hamp. [*] 100	6,068,400	J. & J.	Jan. '80 5	Philadelphia City [*] 100	475,000	J. & J.	Jan. '80 5
Cheahire, preferred [*] 100	2,155,300	J. & J.	Feb. '80 1	North New Jersey [*] 100	1,000,000	J. & J.	July '77 2	Philadelphia and Darby [*] 20	200,000	J. & J.	July '77 2
Chicago and Alton [*] 100	10,046,400	M. & S.	Mar. '80 3	Northwick & Worcester [*] 100	2,604,400	J. & J.	Jan. '80 5	Philadelphia and Grey Ferry [*] 50	284,775	J. & J.	Jan. '78 2
" " " pref. 100	2,425,400	M. & S.	May '80 21	Ogdens. & L. Champi. [*] 100	2,077,000	J. & J.	July '76 3	Pig. Alleg. & Manchester [*] 50	200,000	quarterly	Apl. '78 2
Chicago, Bur. & Quincy [*] 100	31,004,466	M. & S.	Jun. '80 2	Ogle and Mississippi [*] 100	20,000,000	J. & J.	Mar. '75 24	Second Avenue (N.Y.) [*] 100	1,199,500	J.A. J.O.	Apl. '78 2
Chi., Cln., Dub. & Minn. [*] 50	5,165,000	A. & O.	Feb. '80 2	Old Colony [*] 100	4,030,000	J. & J.	Mar. '75 24	Second & Third St. (Ph.) [*] 10	982,100	quarterly	Jan. '79 3
Chicago, Iow. & Nebras. [*] 100	3,916,200	J. & J.	Jun. '80 2	Oswego and Syracuse [*] 100	428,400	F. & A.	Feb. '80 4	17th & 19th streets (Ph.) [*] 50	500,000	J. & J.	Jan. '78 4
Chi., Mil. and St. Paul. [*] 100	15,404,261	A. & O.	Feb. '80 1	Panama [*] 100	7,000,000	quarterly	Feb. '80 4	Sixth Avenue (N.Y.) [*] 100	750,000	M. & N.	Nov. '77 5
" " " pref. 100	12,279,483	A. & O.	Dec. '79 3	Paterson and Hudson [*] 100	632,000	J. & J.	Jan. '80 4	Somerville (Boston) [*] 100	113,000	M. & N.	Nov. '79 3
Chicago & N. Western [*] 100	14,988,907	J. & D.	Mar. '80 1	Paterson and Newark [*] 100	250,000	J. & J.	Jan. '80 20	South Boston [*] 100	480,000	J. & J.	Jan. '80 3
" " " pref. 100	22,025,603	quarterly	May '80 2	Paterson and Ramapao. [*] 100	245,000	J. & J.	Jan. '80 4	Third Avenue (N.Y.) [*] 100	2,000,000	F.M.A.N.	May '79 4
Chicago, B. I. & Pacific [*] 100	20,980,000	quarterly	May '80 2	" pref. 100	20,000,000	J. & J.	Mar. '75 24	Fourth Avenue (N.Y.) [*] 100	1,993,563	J. & D.	June '75 2
Chi., Ham. & Dayton [*] 100	3,500,000	A. & O.	Apr. '80 2	Phil., and Trenton [*] 100	1,259,100	quarterly	Apl. '80 24	Delaware Division [*] 50	1,633,350	M. & N.	Mar. '80 7/1
Chi., Sand. & Clew. pref. 50	429,057	M. & N.	Feb. '80 2	Phila., Wll. & Balt. [*] 100	1,572,700	J. & J.	Jan. '80 4	Delaware and Hudson [*] 100	20,000,000	F. & A.	Aug. '76 4
Clev., Col., Cin. & Ind. [*] 100	14,991,800	F. & A.	Mar. '80 3	Pittab., Ft. W. & Oh. [*] 100	19,714,285	quarterly	Apl. '80 24	Delaware and Raritan [*] 100	5,847,400	J.S.D.B.	Sept. '76 1
Cleveland & Mahoning [*] 50	2,057,569	M. & N.	Nov. '79 4	Special Imp. [*] 100	5,604,500	quarterly	Apl. '80 24	Lehigh Coal & Navigat. [*] 50	10,348,550	F. & A.	Feb. '78 2
Cleveland & Pittsburgh [*] 60	11,236,160	quarterly	Mar. '80 1	Portl., Saco & Portsm. [*] 100	1,600,000	J. & J.	Jan. '80 2	Monongahela Navigat. [*] 50	1,003,500	J. & J.	July '78 6
Columbus and Xenia [*] 50	1,782,200	M.J.S.D.	Feb. '80 2	Profile and Franconia [*] 100	450,000	J. & J.	Jan. '80 2	Morris (consolidated) [*] 100	1,025,000	F. & A.	Feb. '78 2
Concord [*] 100	1,500,000	M. & N.	Nov. '79 5	Providence & Worcester [*] 100	2,000,000	J. & J.	Jan. '80 3	" (preferred) [*] 100	1,175,000	F. & A.	Feb. '78 5
Concord and Porta. [*] 100	350,000	J. & D.	Dec. '79 3	Railway [*] 100	68,870,200	J. & N.	Feb. '80 4	Pennsylvania [*] 50	4,337,950	"	.....
Conn. & Passaum Riv. [*] 100	2,175,700	F. & A.	Feb. '80 1	Peoria & Bureau Val. [*] 100	1,200,000	F. & A.	Feb. '80 4	Schuy. Nav. (common) [*] 50	1,908,207	annually	A. '79 70c.s
Connecticut River [*] 100	2,100,000	J. & J.	Jan. '80 4	Philadelphia and Erie [*] 100	6,004,300	J. & J.	Feb. '80 4	" (pref.) 100	2,888,977	annually	A. '79 140c.s
Cumberland Valley [*] 50	1,292,950	J.A.J.O.	Apr. '80 24	" pref. 100	2,400,000	J. & J.	Jan. '80 4	MISCELLANEOUS.			
" " " 1st pref. 50	241,000	A. & O.	Apr. '80 4	Phil., Ger. & Norristown [*] 50	1,626,250	M. J. S.D.	Jan. '80 3	Adams Express [*] 100	12,000,000	quarterly	Dec. '79 2
" " " 2d pref. 50	243,000	A. & O.	Apr. '80 4	Philadelphia & Reading [*] 100	8,226,375	quarterly	Jan. '80 2	American Coal [*] 100	2,500,000	M. & S.	Sept. '77 2
Danbury and New Haven [*] 100	600,000	quarterly	Oct. '79 14	" pref. 50	1,561,800	J. & J.	July '79 3	American Express [*] 100	18,000,000	quarterly	J. & J.
Dayton & Michigan [*] 50	2,401,528	A. & O.	Oct. '79 14	Phil., and Trenton [*] 100	1,259,100	quarterly	Apl. '80 24	Amoskeag Manuf. Co. [*] 100	3,000,000	J. & D.	Dec. '79 5
" " " pref. 50	1,211,256	quarterly	Jan. '80 2	Phila., Wll. & Balt. [*] 100	1,572,700	J. & J.	Jan. '80 4	Calumet and Hecla Mining [*] 100	100,000 S.	F. & A.	Feb. '80 5

RAILROAD EARNINGS—MONTHLY.

Atchison, Top. & San. Fe : January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1876.....117,417	144,132	180,246	197,996	219,370	186,641	198,581	248,138	265,593	297,958	225,793	204,447	2,486,589
1877.....134,564	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	336,678	246,778	2,679,106
1878.....174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,163	420,521	446,529	438,589	340,932	3,950,968
1879.....314,733	369,107	532,000	556,000	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
1880.....473,500	444,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:												
1877.....73,964	68,094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,995	129,554	1,249,880
1878.....165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,567
1879.....117,362	97,277	111,924	100,132	116,950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
Central Pacific:												
1876.....994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877.....1,170,615	945,171	1,245,373	1,438,659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,806,382	1,855,774	1,364,882	17,050,976
1878.....1,110,988	980,529	1,295,599	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,438,917	17,607,451
1879.....1,059,166	1,056,691	1,280,272	1,344,746	1,616,621	1,377,000	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
Chicago and Alton:												
1875.....319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876.....305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877.....351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445,597	391,616	316,799	4,464,343
1878.....301,073	300,187	357,297	335,999	349,883	359,487	433,473	563,379	443,526	486,921	399,378	340,947	4,671,519
1879.....343,737	307,381	327,370	335,394	421,937	447,754	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880.....502,285	499,543	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:												
1876.....808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877.....730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878.....1,077,891	1,084,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14,528,653
1879.....1,008,000	889,623	1,101,100	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
1880.....1,135,000	1,153,800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy:												
1877.....876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878.....1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,063	1,070,595	14,113,603
1879.....1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880.....1,200,238	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:												
1876.....527,546	517,112	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,177
1877.....375,554	403,862	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878.....705,965	666,953	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,723	809,219	716,512	8,451,768
1879.....591,175	476,666	633,000	678,000	857,000	799,000	773,000	729,000	1,020,000	1,290,000	1,101,000	1,061,000	10,009,000
1880.....763,000	739,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:												
1877.....229,388	252,245	267,314	292,778	291,483	287,131	262,990	355,271	321,367	335,975	297,068	287,458	3,434,358
1878.....333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,279	336,165	336,830	277,797	3,528,714
1879.....238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,428	3,758,968
1880.....392,632	375,619	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:												
1877.....122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,310	211,917	220,000	174,749	136,492	2,014,867
1878.....135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879.....137,047	137,038	211,899	165,444	134,070	107,560	99,311	141,533	176,810	239,735	193,125	253,333	1,997,405
1880.....169,360	157,566	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:												
1876.....553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877.....460,656	459,123	477,102	430,557	464,523	482,162	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1878.....624,659	511,386	536,409	533,838	603,527	552,706	568,031	675,889	630,386	654,840	625,201	589,318	7,111,000
1879.....580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880.....536,657	582,511	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:												
1875.....1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
1876.....1,097,372	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877.....885,943	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13,505,159
1878.....1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
Mo., Kan. & Texas:												
1877.....237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878.....217,029	181,118	236,546	206,756	206,757	207,514	219,926	294,836	330,235	349,696	288,459	242,568	2,981,679
1879.....194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	336,086	380,028	3,343,373
1880.....367,327	326,306	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:												
1877.....1,052,713	1,039,300	3,262,727	1,280,980	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,164
1878.....1,304,018	1,121,412	1,147,208	1,127,079	1,172,961	1,258,990	1,157,691	1,446,929	1,338,972	1,473,532	1,381,391	1,205,755	15,134,216
1879.....1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,797	1,713,697	1,515,835	1,398,344	16,509,421
1880.....1,296,181	1,252,218	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:												
1879.....265,003	273,607	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1880.....334,494	330,860	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:												
1876.....619,631	553,201	696,430	1,323,978	1,312,267	970,456	932,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
18												

NATIONAL AND STATE SECURITIES.

Interest.								Interest.							
Amounts outstanding.	Rate.	Payable.	WHEN PAYABLE.	Mark.	Amounts outstanding.	Rate.	Payable.	WHEN PAYABLE.	Mark.						
Marked (*) signifies "interest not paid."															
National Securities, Apr. 1, 1860.					Maryland (continued):										
Loan of June 14, 1858..... registered	5	Jan. & July.	1874.	1041	State Loans (10-15 year) 1872 to 1878...	\$965,000	6	Jan. & July.	'85-'89						
Loan of February 8, 1861..... registered	5	Jan. & July.	1880	1041	Massachusetts—(\$31,869,430):		5	Jan. & July.	1883						
... coupon	5	"	1880	1041	... Defenses and Bounty (1862) loans, gold.	1,088,000	5	May & Nov.	1894	1081					
Oregon War Bonds of March 2, 1861..... coupon	6	Jan. & July.	1881	105	... Defenses and Bounty (1864) loans, stg.	8,380,244	5	Jan. & July.	1889						
Loan of July 17, and Aug. 5, 1861..... registered	6	Jan. & July.	1881	105	... War Loan, (1869) sig.	6,378,483	5	"	"	88-'93					
... coupon	6	"	1881	105	... Troy & Greenfield R.R. bonds, '58 to '68.	7,056,130	5	April & Oct.	'91-'96						
Loan of March 3, 1863..... registered	6	Jan. & July.	1881	105	... Troy & Green, R.R. bonds, 1871 to '75.	200,000	5	Jan. & July.	1890						
... coupon	6	"	1881	105	... Southern Verm. R.R. bonds, 1860, gold	3,590,021	5	Jan. & July.	1890						
Loan of March 3, 1864..... (10-40%) registered	6	Mar. & Sept.	1904	105	... B. H. & Erie R.R. Loan, 1868 and 1869.	220,000	5	May & Nov.	1890						
... (10-40%) coupon	5	"	1904	105	... Back Bay Land bonds, 1861 and 1862.	700,000	5	Jan. & July.	'94-'96						
Loan of March 3, 1865..... (5-20%) registered	6	Jan. & July.	1887	105	... Harbor Improv. (5-20) bonds, 1874 & '76	3,742,280	5	Various.	'94-'96						
... (5-20%) coupon	6	"	1887	105	... State Institution bonds, 1874 to 1877 gld.										
Funded Loan July 14, 1870..... registered	5	F. M. A. & N.	1881	1024	Michigan—(\$826,000):										
... coupon	5	"	1881	1024	... Two Million Loan bonds, 1863.	591,000	6	Jan. and July.	1883						
... registered	170,058,800	M. J. S. & D.	1891	1091	... War Bounty Loan bonds, 1865.	299,000	7	May & Nov.	1890	106					
... coupon	79,941,200	"	1891	1091	Minnesota—(\$2,575,000):										
... registered	514,793,950	J. A. J. & O.	1907	1074	... State Building Loan bonds, 1869 & 1873.	300,000	7	Jan. & July.	'79-'83						
... coupon	224,223,400	"	1907	1074	... * Railroad (1858) Loans.	2,275,000	7	June and Dec.	1887						
Refunding certificates of Feb. 28, 1879.	1,820,450				Missouri—(\$19,817,000):										
Navy Pension Fund of July 23, 1868..... (var.)	14,000,000				... State Debt Proper, 1865 and 1866.	439,000	6	Jan. & July.	1883	162					
Debt matured and without interest..... (var.)	9,922,955				... Consolidation bonds, 1868.	2,727,000	6	"	1888	198					
Debt bearing no interest.....	391,007,928				... State Institutions, etc. bonds, 1872 to '74	401,000	6	"	1892	106					
Pacific R.R. Bonds (registered)..... (currency)	64,823,512	6	Jan. & July.	'95-'99	... Funding Bonds, 1874.	1,104,000	6	"	1894	110					
State Securities, latest dates.					... R-newal (Act, March 29, 1875).	4,350,000	6	"	1897	108					
Alabama—(\$12,406,000):					... Railroad Aid (1854-1860) Bonds.	7,796,000	6	"	'90-'96	108					
... substitution (A) bonds; July 1, 1876.	7,000,000	2	Jan. & July.	1906	... Han & St. Jo. R.R. Loans (& renewals).	8,000,000	6	"	'87-'96	106					
... Substitution (B) bonds; R.R. do.	588,000	2	"	1906	Nebraska—(\$549,267):										
... Substitution (C) bonds; Ala. & Ch. R.R.	1,000,000	2	"	1906	... State (Act Feb. 7, 1877) bonds.	549,267	8	April & Oct.	1897						
... Funded obligations, July 1, 1874.	1,000,000	8	"	1906	... State Bonds, 1871.	160,000	10	Various.	'81-'82						
Arkansas—(\$14,211,128):					... Territorial bonds, 1877.	380,000	10	Mar. & Sept.	1887						
... * Funding bonds, 1869 & 1870.	3,202,000	6	Jan. & July.	1899	... New Hampshire—(\$3,573,550):										
... Levee Warrants or bonds of 1871.	1,988,773	7	"	1900	... War Loan Bonds, 1864.	600,000	6	Jan. & July.	'84-'89	119					
... Ten-year (act of May, 1874) bonds.	258,300	10	"	1884	... Municipal Equalization bonds, 1872.	2,206,100	6	"	'92-'95	115					
... Sinking-fund (act of Dec. 1874) bonds.	275,000	6	"	1884	... State bonds, 1873.	500,000	6	"	'79-'80	***					
... * Railroad Aid (1869 and 1870) bonds.	6,150,000	7	April & Oct.	1900	New Jersey—(\$2,076,300):										
California—(\$3,396,500):					... War Loan (tax free) bonds, 1861-1863.	1,800,900	6	Jan. & July.	'80-'96						
... Relief bonds, 1870 and 1872, gold.	95,500	7	Jan. & July.	1883	... War Loan (taxable) bonds, 1864.	595,400	6	"	'97-'02						
... State Capitol bonds, 1870 & 1872, gold.	500,000	6	"	1885	New York—(\$9,276,000):										
... Funded debt bonds, 1872, gold.	2,801,000	6	"	1895	... Canal Stock (1872-75) registered.	2,726,000	6	Jan. & July.	'83-'93						
Connecticut—(\$4,967,650):					... Canal Stock (1874) registered.	2,000,000	6	April & Oct.	1892	120					
... War Loan bonds (20-yr), cou. & reg.	877,000	6	Jan. & July.	1883	North Carolina—(\$24,098,845):										
... War Loan bonds (20-yr), coup. & reg.	1,318,550	6	"	1884	... Refunded (Act Feb. 1879) bonds.	5,375,200	6	J. A. J. & O.	'79-'82	29					
... War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	... * Railroad & Improvement (old) bonds.	3,350,000	6	"	'72-'98	18					
... Coupon bonds (10-20 yr).	1,031,000	5	May & Nov.	'87-'97	... * Funding (new) bonds.	3,883,600	6	April & Oct.	'98-'99	5					
Delaware—(\$1,119,000):					Ohio—(\$6,472,640):										
... State bonds to railroads, etc.	1,119,000	6	Jan. & July.	'85-'91	... Reg. (1860) Loans, pay. after Jan. '81.	4,372,640	6	Jan. & July.	1881	103					
District of Columbia—(\$22,715,100):					... Reg. (1862) Loans, pay. after Jan. '86.	2,400,000	6	"	1888	107					
... Improvement (gold) bonds, 1872.	3,995,000	6	Jan. & July.	1891	Oregon—(\$31,491,491):										
... Improvement (cur.) bonds, 1873.	670,000	7	"	1891	... War, Bounty and Canal bonds.	317,491	7	Jan. & July.	'80-'84						
... Funding bonds, 1874, (guar. by U.S.).	13,743,260	2.65	Feb. & Aug.	1924	Pennsylvania—(\$23,268,350):										
... Washington Funding, gold, 1872.	680,000	6	May & Nov.	1902	... Registered bonds, 1877, tax free.	8,000,000	5	Feb. & Aug.	1902						
... Washington Funding, gold, 1874.	1,160,000	6	Jan. & July.	1892	... Registered (15-25 year) bonds, tax free.	2,000,000	4	"	1904						
Florida—(\$5,378,100):					... Cou. & Reg. (1862) bonds, part 4, gold.	472,000	5	Jan. & July.	1882						
... Sinking Fund bonds, 1871.	350,000	7	Jan. & July.	1891	... Registered stock (1867) Loan.	11,472,600	6	Feb. & Aug.	'77-'92	114					
... Consolidated (gold) bonds, 1873.	628,100	6	"	1903	Rhode Island—(\$2,544,000):										
... Consolidated (gold) bonds, 1873.	300,000	7	"	1903	... War Loan bonds, 1862 & 1863.	1,175,000	6	Various.	'82-'83						
... * Railroad Loan bonds, 1870, gold.	4,000,000	8	"	1890	... War Loan bonds, 1863 and 1864.	1,369,000	6	Various.	'93-'94	112					
Georgia—(\$16,197,300):					South Carolina—(\$1,000,000):										
... At. & Gulf R.R. bonds, 1858-66.	800,000	6	Feb. & Aug.	'81-'86	... State House Stock (1856-61) gold.	283,172	6	Jan. & July.	'77-'86						
... W. & A. R. R. Renewal bonds, 1866.	8,600,000	7	Jan. & July.	1886	... * State House bonds (1853-54).	192,000	6	"	'71-'80						
... Gold bonds, (Act Sept. 15, 1870).	2,097,000	7	J. A. J. & O.	1890	... * Funding bonds and stock (1866) gold.	238,933	6	"	'87-'97	15					
... State bonds, (Act Jan. 18, 1872).	307,500	7	Jan. & July.	1892	... Blue Ridge R.R. bonds (1864) gold.	469,000	6	"	'75-'77	15					
... Funding bonds, (Act Feb. 19, 1873).	800,000	8	April & Oct.	'56-'86	... * Funding bills receivable (1868) gold.	72,000	6	April & Oct.	1888	15					
... Funded Coup. (endorse. bonds) 1876.	542,000	7	Jan. & July.	1896	... * Funded Interest (1868) gold.	149,000	6	"	1888						
... Exchange (endorsed bonds) 1877.	2,298,000	8	"	1889	... * Funded Bank bills (1863) gold.	242,350	6	Jan. & July.	1888	15					
... Funding (1879) bonds.	600,000	4	January.	1886	... Conversion stock and bonds (1869) gold.	451,000	6	"	1889						
Illinois—(\$306,742):					... Land Commission bonds ('69-'70) gold.	13,000	6	"	1889						
... Refunded Stock bonds, 1847.	357,442	6	Jan. & July.	1880	... * Fire Loan (1838) bonds, tg.	491,944	5	J. A. J. & O.	1868						
... Chicago Relief bonds, 1871.	250,000	6	"	1881	... * Fire Loan Stock, 1838, gold.	151,780	6	"	1868						
Indiana—(\$4,614,783):					... * Relief (State Treasury) bonds, 1869.	7,000	7	Jan. & July.	1880	15					
... Loan (1876) bonds.	200,000	6	June & Dec.	1879	... * Reduction Public Debt stock, 1873.	241,257	6	"	1883						
... Loan (1879) bonds.	610,000	5	April & Oct.	'84-'89	... * Consolidated bonds, 1873.	4,023,000	6	"	1893						
Iowa—(\$300,000):					... * Consolidated stock, 1873.	4,194,254	6	"	1893						
... War and Defense bonds, 1861.	300,000	7	Jan. & July.	1881	... * Railroad bond endorsements.	4,797,608	var	Various.	var.						
Kansas—(\$1,309,175):					Tennessee—(\$24,111,300):										
... Funding, etc., bonds, 1861 to 1869.	101,175	6	July.	'83-'84	... * Funding (new) bonds, 1873, coupon.	4,867,000	6	Jan. & July.	1914</td						

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price		
			When.	Where.						When.	Where.				
Adirondack :															
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	....	Blue Ridge, (S. Car.) :			7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga :							Boston and Albany :			7	Feb. and Aug.	Boston.	'91-'92	123	
1st Mortgage, guar. by Ala.	5,200,000	6*	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1873.	5,000,000	7	Jan. & July.	Boston.	1896	112		
Receiver's Bonds.....	1,200,000	7	.....	" "	....	Loan of 1876.....	2,000,000	6	Jan. & July.	.....	.....	.....	.....
Alabama and Georgia :							Boston, Clinton and Fitchburg :			6	Jan. & July.	Boston.	1884	100	
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Agricultural Br.)	400,000	7	“ “	Boston.	1889	....	
Alabama Central:							1st Mortgage (Equalization).....	300,000	7	“ “	.....	.....	.....
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	1st Mortgage (Consolidation).....	252,000	7	“ “	.....	.....	.....
Alabama and Susquehanna :							Equipment Mortgage.....	870,000	8	Apr. and Oct.	.....	.....	.....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	112	Boston, Concord and Montreal :			202,000	6	Jan. and July.	Boston.	1889	....
2d Mortgage.....	2,000,000	7	April & Oct.	" "	1885	108	Sinking Fund Mortgage.....	1,224,000	7	Apr. and Oct.	Boston.	1893	....	
3d Mortgage.....	253,000	7	May & Nov.	" "	1881	...	Consol. Mortgage for \$2,000,000.	857,200	8	“ “	.....	.....	.....
Albany Loan.....	933,900	6	“ “	" "	1895	...	Boston, Hartford and Erie :			273,000	7	Mar. and Sept.	Boston.	1884	....
Consol. M. (guar. by D. & H. Co.)	1,598,000	7	April & Oct.	" "	1906	(109)	1st Mortgage (old).....	15,000,000	7	Jan. and July.	New York.	1900	50		
Alexandria and Fredericksburg:							1st Mortgage (Bordell).....	5,000,000	7	“ “	.....	.....	.....
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage, guar. by Erie.....	3,600,000	7*	“ “	Boston.	1899	....	
Allegheny Valley:							Boston and Lowell :			200,000	6	Apr. and Oct.	Boston.	1879	....
General Mortgage.....	3,967,000	7.3	Jan. & July.	New York.	1896	116	Bonds (Wharf Purchase).....	99,500	7	“ “	.....	.....	.....
Special Mortgage to Penn.	3,500,000	5	January.	Harrisburg.	1890	103	Bonds of 1872 for \$1,900,000.	500,000	7	Mar. and Sept.	New York.	1895	50		
1st M. & Ext., guar'd by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1890	103	Bonds of 1875.....	500,000	6	Jan. and July.	Boston.	1896	57		
Funding Income (trafile guar.)	5,403,900	7	“ “	Pittsburg.	1894	36	Bonds of 1876.....	750,000	6	“ “	.....	.....	.....
American Central:							Boston and Maine :			3,500,500	7	Jan. and July.	Boston.	1883-'94	120
1st Mort., guar. by C. B. & Q.	386,000	7	Jan. & July.	New York.	1878	....	Bonds of 1893 (coup. and reg.)			500,000	7	Feb. and Aug.	New York.	1895	....
Androscoy: (n)							Boston and New York Air Line :			500,000	7	Jan. and July.	Boston.	1895	....
1st Mo. (age (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	1st mortgage.....			500,000	7	Feb. and Aug.	New York.	1895	....
Arkansas Central (narrow gauge):							Boston and Providence :			500,000	7	Jan. and July.	Boston.	1893	....
Ashtabula, Youngstown & Pitts.:	1,200,000	7*	Jan. & July.	Lond. or Ama.	1891	....	Brunswick and Albany :			1,630,000	6*	Apr. and Oct.	New York.	1908	....
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1901	....	1st Mort. (gold) end. by Ga. tax fr.	2,350,000	7*	“ “	.....	.....	.....
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	Buffalo, Bradford and Pittsburg :			580,000	7	Jan. & July.	New York.	1899	....
Atchison and Nebraska:							General Mortgage.....			700,000	7	Jan. and July.	New York.	1896	....
Atchison, Topeka and Santa Fe:							1st Mortgage.....			1,000,000	6*	.....	New York.	1902	....
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	115	Buffalo, New York and Erie :			2,380,000	7	June & Dec.	New York.	1916	124
Land Grant Mortgage (gold).....	3,116,500	7*	April & Oct.	Boston.	1900	114	1st Mortgage Renewal Bonds.....			3,000,000	6*	Jan. & July.	New York.	1896	....
1st Mort. (Wichita Br.) (trafile, guar.)	412,000	7*	Jan. & July.	" "	1902	...	2d Mort. sinking fund gold.....	546,500	10	546,500	5	June & Dec.	New York.	1895	....
Pottawatomie Land Grant.....	7	May & Nov.	N. Y. or Bost.	1879	...	1st Mortgage.....			150,000	7*	Jan. & July.	New York.	1906	91	
Consol. Second Mort. (gold).....	3,600,000	7*	April & Oct.	Boston.	1893	...	Buffalo and Jamestown :			1,000,000	6*	.....	New York.	1902	....
Land Income bonds.....	480,000	8	Jan. & July.	" "	1883	107	Buffalo, New York and Erie :			2,380,000	7	June & Dec.	New York.	1916	124
Atlanta and Charlotte Air Line:							1st Mortgage.....			3,000,000	6*	Jan. & July.	New York.	1896	....
1st Mortgage (registered).....	4,250,000	7	Jan. & July.	New York.	1907	96	2d Mortgage for \$1,000,000.....	546,500	10	546,500	5	June & Dec.	New York.	1895	....
Atlantic and Great Western:							1st Mort. (Minn. & St. Louis).....			150,000	7*	Jan. & July.	New York.	1911	91
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N. Y. or Lond.	1902	....	Burlington and Missouri River :			1,000,000	6*	.....	New York.	1902	....
2d Mortgage (gold).....	10,173,679	7*	March & Sept.	" "	1902	....	Burlington, Cedar Rapids & Nor.:			2,380,000	7	June & Dec.	New York.	1916	124
3d Mortgage (gold) Income.....	25,783,000	7*	May & Nov.	" "	1902	....	1st Mortgage.....			3,000,000	6*	Jan. & July.	New York.	1896	....
Atlantic and Gulf:							2d Mort. for \$1,000,000.....	546,500	10	546,500	5	June & Dec.	New York.	1895	....
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	....	1st Mort. (Minn. & St. Louis).....			1,000,000	6*	Jan. & July.	New York.	1906	91
1st Mortg. (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	...	Burlington and Missouri River :			2,380,000	7	Jan. & July.	New York.	1902	....
2d Mortg. (S. Ga. & Fla. R.R.)	200,000	7	“ “	" "	1889	...	Land and R. R. Mortgage.....	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	111		
Atlantic and Lake Erie:							Stock (common) Bonds.....			8	April & Oct.	N. Y. & Bost.	1879	....
1st Mort. (gold) for \$5,000,000.							Stock (common) Bonds.....	270,000	8	Jan. & July.	" "	1894	....	
Atlantic, Miss. and Ohio (423 m.):							Stock (common) Bonds.....	370,500	8	“ “	" "	1899	....	
1st Mortgage for \$15,000,000....	5,470,000	7*	April & Oct.	New York.	1901	....	Burlington and Mo. Riv. in Neb.:			5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
2d Mort. to State (no int. till '90).	4,000,000	...	....	" "	1888	....	1st Mortgage convertible.....			370,000	8	“ “	Boston.	1883	....
Atlantic and Pacific:							Bonds convertible until 1882.....			7,605,400	6	“ “	Boston.	1918	....
Land Mortgage gold bonds.....	2,829,000	6*	Jan. & July.	New York.	1888	....	Consolidated Mortgage.....			1,800,000	8	May & Nov.	Boston.	1891	....
2d Mortgage for \$3,000,000 (gold).....	2,015,500	6*	May & Nov.	" "	1891	....	1st Mortgage (20,000 per mile).....			2,500,000	7	April & Oct.	New York.	1901	....
1st Mort. (So. Pac. R.R. assumed.....	7,188,500	6*	Jan. & July.	" "	1888	....	Cairo and Fulton (Arkansas) :			3,000,000	7*	Jan. & July.	New York.	1891	107
1st Mort. (Central Div.) gold.....	1,190,000	6*	May & Nov.	" "	1891	....	1st Mort. (R.R. and lands) S.F. :			2,500,000	7	Jan. & July.	New York.	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	.....	" "	1901	....	Cairo and St. Louis (3 ft gauge) :			3,500,000	7*	Jan. & July.	New York.	1891	....
Equipment Bonds.....	753,000	10	June & Dec.	" "	1883	....	1st Mortgage.....			2,500,000	7	Jan. & July.	New York.	1891	....
Income Bonds (for funding).....	529,600	6*	.....	" "	1883	....	Cairo and Vincennes :			3,500,000	7*	Jan. & July.	New York.	1891	....
Land Debentures.....	600,000	10	J. A. J. & O.	" "	1884	....	1st Mortgage, gold.....			1,500,000	7*	Jan. & July.	N. Y. & Lond.	1909	....
Atlantic and St. Lawrence:							2d Mortgage.....			1,500,000	7	Jan. & July.	N. Y. & Lond.	1898	....
Sterling bonds (not Mort. of 1863).....	484,000	6*	May & Nov.	London.	1878	....	California Pacific :			1,800,000	8	May & Nov.	Boston.	1891	....
2d Mortgage (sterling) of 1864.....	1,500,000	6*	April & Oct.	" "	1884	....	1st Mortgage, sinking fund.....			2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage (sterling) of 1871.....	713,000	6*	May & Nov.	Portland.	1891	....	Extension, or 2d Mortgage.....			3,500,000	7*	Jan. & July.	New York.	1889	....
Portland City Bonds, 1st M., s. f.	787,000	6	“ “	" "	1886	....	2d Income, or double track bds.....	1,000,000	6*	1,000,000	6*	Jan. & July.	.....	1891	....
Bald Eagle Valley:							Camden and Amboy :			1,700,000	6	Feb. & Aug.	Philadelphia.	1883	104
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	Loan of 1883.....			866,000	6	June & Dec.	Princeton.	1889	106
2d Mortgage.....	100,000	7	“ “	" "	1884	....	Mortgage Loans of 1889.....			5,000,000	6	May & Nov.	Philadelphia.	1889	142
Baltimore and Ohio:							Sterling Loan, S. F. (\$262,000).....			1,286,080	6*	Feb. & Aug.	London.	1890	....
Loan of 1860-'80.....	679,500	6	Jan. & July.	Baltimore.	1880	101	Camden and Atlantic :			490,000	7*	Jan. & July.	Philadelphia.	1893	....
Loan of 1863-'85.....	1,710,000	6	April & Oct.	" "	1885	107	1st Mortgage.....			2,500,000	7*	Jan. & July.	Philadelphia.	1879	....
Loan of 1865-'90 (Balt.) skg fd.	3,151,122	6	Jan. & July.	" "	1890	....	2d Mortgage.....			3,500,000	7*	Jan. & July.	Philadelphia.	1897	105
Loan of 1870-'95 (stg.) skg fund.....	3,273,966	6*	March & Sept.	London.	1895	....	1st Mort. (old).....			3,000,000	6*	Jan. & July.	New York.	1899	90
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	“ “	" "	1902	....	2d Mortgage (new).....			1,300,000	7*	Jan. & July.	New York.	1900	114
Loan of 1874-1910 (stg.) S. F.	9,484,500	6*	May & Nov.	" "	1910	....	1st Mort. (new).....			200,000	7*	Jan. & July.	Camden.	1891	....
Baltimore and Potomac:							2d Mortgage.....			230,500	7	Jan. & July.	Philadelphia.	1883	....
1st Mort. (Tunnel) gold guar.....	1,600,000	6*	Jan. & July.	Baltimore.	1911	....	1st Mort. (skg fd) g'd for \$9,000,000			1,300,000	7	Jan. & July.	New York.	1900	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price	
			When.	Where.						When.	Where.			
Cedar Rapids & Mo. Riv. (C&NW): 1st Mortgage, 1st Div. \$10,000 p.m. 1st Mortgage 2d Div. \$10,000 p.m. 1st Mortgage 3d Div. \$10,000 p.m.	\$ 678,000 582,000 2,400,000	7 7 7	Feb. & Aug. " " May & Nov.	New York. " " " "	1891 1894 1916	112 111 124	Chicago, Iowa and Nebraska: 2d Mort. (now 1st) guar. C&NW 3d Mort. (now 2d) guar. C&NW	\$ 109,400 211,500	7 7	Jan. & July. Feb. & Aug.	Boston. New York.	1880 1892	... ...
Central Branch Union Pacific: 1st Mort. (Atch. & Pk's Peak). 2d Mortgage Governm't subsidy.	1,600,000 1,600,000	6* 6	May & Nov. Jan. & July.	New York. " "	1895 1895	... ...	Chicago and Lake Huron: 1st Mort. 1st series (Peninsular.) 1st Mort. 2d series (")	1,800,000 1,800,000	7* 7*	May and Nov. " "	N.Y. or Lond. New York.	1890 1899	... ...
Central of Georgia: General Mort. for \$5,000,000... Macon & West. (Atlanta D.) b'ds	2,222,000 117,000	7 7	Jan. & July. April & Oct.	N.Y. & Savan. Savannah.	1893 1890	... ...	1st M. (Port Huron & L. Mich.) 2d Mortgage (Peninsular.)	1,800,000 540,000	7* 7*	Feb. and Aug. " "	New York. " "	1890 1881	... ...
Central of Iowa: 1st Mortgage, gold, \$16,000 p.m. 2d Mortgage, gold, \$4,000 p.m.	3,700,000 925,000	7* 7*	Jan. & July. April & Oct.	New York. " "	1899 1991	... ...	Consolidated Mortgage Chicago and Milwaukee Railway:	12,000,000	6*	" "	1905	...	...
Central of New Jersey: Convertible bonds of 1872...	4,400,000	7	May & Nov.	New York.	1892	1074	1st Mort. gmar. by C. and N.W. Chicago and Mich. Lake Shore:	1,700,000	7	Jan. & July.	New York.	1898	114	
Central Pacific of California: 1st Mort.	5,000,000	7	Feb. & Aug.	New York.	1890	1164	1st Mortgage.....	450,000	8	March & Sept.	Boston.	1889	...	
Newark Branch Bonds....	600,000	7	Jan. & July.	" "	1887	...	1st Mortgage.....	3,500,000	8	Jan. & July.	" "	1890	...	
Adjustment Mortgag....	5,550,000	7	May & N.Y.	New York.	1893	1074	1st Mortgage.....	1,350,000	8	May & Nov.	" "	1891	...	
Inc. bonds, reg., not cumulative Consol. Mort. for \$25,000,000...	2,450,000 15,000,000	7 7	" "	" "	1898 1899	86 106	1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	" "	1892	...	
Central Ohio (B. and O.): 1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	108	Chicago, Milwaukee and St. Paul: 1st Mort. (La Crosse Division.)	6,000,000 2,500,000	7 7	Jan. & July.	New York.	1893	118	
Central Pacific of California: 1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	112	1st Mort. (Chic. and Mil. Div.)	1,000,000	7	Jan. & July.	" "	1903	115	
Convertible 20 years bonds, gold State Aid B'ds (Int. by State) gold	1,483,000 1,500,000	7* 7*	" "	" "	1883 1884	1024 1051	1st Mort. (Iowa & Dakota Ext.)	3,810,000	7	Jan. & July.	" "	1897	112	
2d Mort. (Governm't Subsidy)....	27,865,680	6	" "	" "	U.S. Treasury.	'95-'99	1st Mort. (Iowa and Minn. Div.)	190,000	7	" "	" "	1894	...	
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	New York.	1899	109	1st Mort. (Minnesota Central).....	4,000,000	7*	" "	" "	1902	112
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	" "	" "	1893-92	1st Mort. (St. Paul Division).....	591,000	7	" "	" "	1899	114	
500,000	8*	" "	" "	" "	" "	1890	1st Mort. (Iowa and Dak. Div.)	3,674,000	8	Feb. & Aug.	" "	1898	127	
1st Mort. (S. Fr., Okid & Ala.)..	6,090,000	6*	April & Oct.	" "	1900	1034	2d Mort. (")	1,315,000	7.5	" "	" "	1898	112	
Land bonds (Cen. Pac. Co.) gold	5,704,000	6*	" "	" "	1890	1024	1st Mort. (Hast. and Dak. Div.)	172,000	7	Jan. & July.	" "	1902	...	
Central Vermont: 1st Mort., Consol. (Vt. Central). 2d Mort., Consol. (").	3,000,000 1,500,000	7	May & Nov.	Boston.	1886	...	1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	" "	1891	...	
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	June & Dec.	" "	1891	...	2d Mortgage.....	600,000	7	April & Oct.	" "	1884	...	
Income and Extension Bonds..	1,008,600	8	May & Nov.	" "	1892	19	Equipment and Bridge Bonds.....	10	June & Dec.	" "	1883	...		
Equipment Mort. (Vt. Central)....	1,000,000	8	" "	" "	" "	176-77	Consol. Mort. for \$35,000,000....	7,304,000	7	Jan. & July.	" "	1905	111	
Equipment Mort. (")....	1,000,000	8	" "	" "	1889	45	Chicago and Northwestern: Preferred sinking fund (193 m.)	972,200	7	Feb. & Aug.	New York.	1885	...	
Bonds, guar. (Vt. and Canada)....	1,000,000	8	Jan. & July.	" "	1891	38	General 1st Mortgage (193 m.)	3,440,400	7	" "	" "	1885	...	
Mississip. R.R. (")	500,000	7	" "	" "	1891	38	Funded coupons (193 m.)	678,400	7	May & Nov.	" "	1883	108	
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	" "	1904	...	Appleton Ext. (23 m. & 76,000 a.)	116,000	7	Feb. & Aug.	" "	1885	109	
Charleston and Savannah: 1st Mortgage, guar. by State....	805,000	6	March & Sept.	Charleston.	1877	...	Green Bay Ext. (26m & 76,000 a.)	180,000	7	" "	" "	1885	109	
Funded Interest on 1st Mort....	167,400	7	" "	" "	1889	...	1st Mort. (Gal. & Chi. U.) 248 m.	1,688,000	7	" "	" "	1882	...	
Charlotte, Columbia & Augusta: 1st Mortgage....	1,810,500	7	Jan. & July.	New York.	1895	...	1st Mort. (Menominee River)....	400,000	6	Jan. & July.	" "	1906	...	
2d Mortgage....	500,000	7	April & Oct.	Baltimore.	1890	...	Mississippi River Bridge.....	158,000	7	" "	" "	1884	...	
Charlottetown:	500,000	7	April & Oct.	Philadelphia.	1901	104	1st Mortgage (Peninsular).....	272,000	7	March & Sept.	" "	1898	...	
Cheraw and Darlington: 1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	...	Consol. skg fund (C. & N.W.R.Y.)	5,198,000	7	F. M. A. & N.	1915	122		
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	...	General Consol. Gold Bond.....	12,343,000	7	June & Dec.	1902	116		
Cherry Valley, Sharon and Alb.: 1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	...	1st Mort. S. F. (Madison Extension).....	3,150,000	7	April & Oct.	1911	...		
Chesapeake and Ohio: 1st Mort. gold " B"....	15,000,000	6*	May & Nov.	New York.	1908	68	1st Mort. S.F. (Menominee Extension).....	2,700,000	7	June & Dec.	" "	1898	...	
2d Mortgage....	10,000,900	6	Jan. & July.	" "	1918	...	1st Mort. (Chi. & Mil. R. W.) guar.	1,700,000	7	Jan. & July.	" "	1888	...	
1st Mort. (Va. Cen.) guar. by Va.	190,000	6	" "	" "	1880	...	1st Mort. (Bel. & Mad. R. R.) guar.	247,000	7	" "	" "	1888	...	
2d Mort. (") coupon....	918,000	6	" "	" "	1884	...	Chicago and Paducah (C. B. & Q.):	2,304,000	7*	Jan. & July.	Boston.	1903	...	
Income (") coupon....	300,000	8	" "	" "	1876	...	1st Mortgage \$26,000 p. m. gold.	700,000	8	Feb. & Aug.	New York.	1901	...	
Funded Interest, coupon....	100,500	8	" "	" "	1877	...	1st Mortgage for \$10,000 per mile	124,000	7	Jan. & July.	New York.	1896	...	
Cheshire: Coupon bonds (no Mort.)....	880,000	6	Jan. & July.	Boston.	'80-'98	1031	Chicago, Rock Island and Pacific: 1st Mortgage skg. fund.....	916,000	6	Feb. & Aug.	" "	1896	...	
Chester Creek (Phil. & Balt. Cent.)	185,000	6	Jan. & July.	Philadelphia.	1903	...	Branch Bonds Sinking Fund.....	8,920,000	6	Jan. & July.	" "	1917	117	
1st Mort., guar. by P. W. & B.	600,000	7	May & Nov.	New York.	1901	...	New Mort. bonds for \$12,500,000	5,000,000	7	May & Nov.	New York.	1889	...	
Chester and Tamarac: 1st Mortgage.....	600,000	7*	May & Nov.	New York.	1893	...	1st Mort. gold, tax free, guar.	1,000,000	7	June & Dec.	" "	1901	...	
Chicago and Alton: 1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	119	1st Mortgage gold (Atchison Br.)	600,000	7*	April & Oct.	New York.	1900	...	
2d Mortgage Income....	1,100,000	7	April & Oct.	" "	1883	...	1st Mortgage (Mad. & Portage) g'd	124,000	7	Jan. & July.	New York.	1896	...	
Sinking Fund Gold Bo. ds....	3,000,000	6	May & Nov.	" "	1903	...	Chillicothe and Brunswick	234,000	7	" "	" "	1896	...	
Consol. Bonds (£200 stg. each)....	4,379,850	6*	Jan. & July.	London.	1903	...	1st Mort. (Guar. by St. L., K.C. & N.)	5,000,000	7	May & Nov.	New York.	1889	...	
1st Mort. (St.L.J. & C.) assumed	564,000	7*	April & Oct.	New York.	1894	113	Cincinnati, and Martinville	1,000,000	7	June & Dec.	" "	1901	...	
2d Mort. (") coupon....	188,000	7	Jan. & July.	" "	1898	...	1st Mort. (Guar. by B. & O. & M. & C.)	500,000	8	Jan. & July.	New York.	1894	...	
1st Mort. (Louisiana and Mo.)	1,354,000	7	Feb. & Aug.	" "	1900	108	Cincinnati, Hamilton and Dayton	750,000	7	Jan. & July.	Baltimore.	1900	108	
Chicago, Burlington and Quincy: Trust Mortgage skg fund.....	2,570,000	8	Jan. & July.	New York.	1883	109	1st Mortgage of 1863.....	1,216,000	7	May & Nov.	New York.	1880	...	
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	...	2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	...	
Trust Mortgage (Bur. to Peoria)	655,000	7	April & Oct.	" "	1890	...	Consol. S. F. M. for \$3,000,000.	996,000	7	April & Oct.	" "	1905	...	
Loan of 1872....	1,462,475	7	Jan. & July.	Boston.	1896	123	1st Mort. Guar. for \$2,500,000.	2,500,000	7	Jan. and July.	New York.	1903	...	
Bonds of 1875, Sinking Fund....	415,000	5	June & Dec.	" "	1895	1001	Cincinnati, Lafayette and Chi.:	1,120,000	7*	March & Sept.	New York.	1901	98	
Five per cent bonds....	2,356,000	5	April & Oct.	New York.	1901	...	Consolidated Mortgage.....	471,000	7*	June & Dec.	" "	1914	...	
S. F. & p. c. Mort. B'ds (Iowa D.)	600,000	5	" "	" "	1893	...	Cincinnati and Martinville:	400,000	7	Feb. & Aug.	New York.	1905	...	
Consol. Mortgage for \$30,000,000.	14,380,500	7	June & Dec.	Boston.	1903	1201	1st Mort. Guar. by L. C. & La. F.	1,500,000	7	Jan. and July.	New York.	1901	...	
1st Mort. (Dix. Peo. & Hangar)....	54,500	8	Jan. & July.	New York.	1899	...	1st Mortgage.....	560,000	7	Jan. and July.	New York.	1895	...	
1st Mort. (Ill. Ry. & Trunk)....	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	...	2d Mortgage.....	65,000	7	" "	" "	1889	...	
1st Mort. (O. O. & Fox Ry.)....	1,072,000	8	" "	N.Y. & Bost.	1890	...	Cincinnati, Richmond & Chicago:	1,800,000	7*	June & Dec.	New York.	1921	...	
1st Mort. (Quincy & War.)....	720,000	8	" "	N.Y. & Bost.	1890	...	1st Mortgage Guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1921	...	
1st Mort. (Northern Cross) gold.	741,000	4*	" "	" "	1890	...	Cincinnati, Muskingum and Clev.:	1,072,300	7	June & Dec.	New York.	1890	90	
Chicago and Canada Southern: 1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	...	1st Mort. (San. Day. & Clin.) S. F.	732,000	6	Feb. & Aug.	Boston.	1900	...	
Chicago, Cincinnati and Louisv.: 1st Mortgage....	1,690,000	7	Jan. & July.	New York.	1897	...	1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	" "	1897	104	
(Chicago Clinton and Dubuque: 1st Mort. Guar. C. B. and Q.)	1,500,000	8	June & Dec.	Boston.	1896	...	1st Mort. (Col. Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	...	
1st Mort. (Danville and Vincennes): 1st Mort. (Ill. Div.) gold....	2,500,000	7*	Apr. and Oct.	New York.	1909	...	Cincinnati, Springfield:	2,000,000	7	April & Oct.	New York.	1901	105	
1st Mortgage (Ind. Div.) gold....	825,000	7*	" "	" "	1912	...	1st Mort. (Guar. by C. C. & I.)	2,000,000	7*	Jan. and July.	New York.	1901	105	
Galesco, Dubuque and Minn.: 1st Mort. (Iowa)....	4,425,000	8	June & Dec.	Boston.	1896	...	2d Mortgage.....	588,255	7	Jan. and July.	Cinc. Rich. & Ft. Wayne (G.R. & I.):	1902	...	
1st Mortgage....	3,200,000	7	Jan. & July.	N.Y. & Boston										

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.				Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.	Price.				When.	Where.	Due.	Price.
Cleveland and Pittsburg (Pa. Co.): Construction and Equip. bonds.	\$600,000	7	Jan. and July	New York	1913	...	Detroit & Bay City (Mich. Cent.): 1st Mort. (\$424,000 guar.).	\$2,380,000	8	May and Nov.	New York	1902	...
4th (now 3d) Mortgage guar.	1,093,000	6	" "	"	1892	108	Detroit, Eel River and Illinois:	1,061,000	8	Jan. & July.	New York	1891	...
Consol. sinking fund guar.	1,487,000	7	May & Nov.	"	1900	120	1st Mortgage for \$22,000 p.m.	500,000	7	May and Nov.	"	1888	...
Clev. Painesville & Ashtabula: Regist'd bds (ass'd by LS&MS.)	1,000,000	7	Jan. & July	New York	1880	...	2d Mortgage.	1,170,000	8	June & Dec.	New York	1907	...
3d Mortgage (" ")	1,000,000	7	April & Oct.	"	1892	...	Detroit, Hillsdale and Indiana:	300,000	8	Jan. & July.	"	1881	...
Cleveland and Toledo: 1st Mort. s.f. (ass'd by LS&MS.)	1,595,000	7	Jan. & July	New York	1885	109	1st Mort.	2,268,000	7	Jan. & July.	Boston	1907	113
2d Mortgage (" ")	849,000	7	April & Oct.	"	1886	118	1st Mort. (Toledo and Lansing):	770,000	8	"	New York	1889	...
Clebrookdale: 1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia	1898	...	2d Mort. (	81,000	8	May & Nov.	"	1880	...
Colorado Central (3 ft. gauge): 1st Mortgage.....	225,000	8*	June & Dec.	Boston	1890	...	Detroit & Milwaukee (Gt. W. of C.): 1st Mortgage, (D. & M. R. Y.):	2,500,000	7	May & Nov.	New York	1876	...
Columbus, Chicago & Ind. Cent.: 1st Mortgage Consol. skg fund.	10,423,000	7	April & Oct.	New York	1908	80	2d Mortgage (" ")	1,000,000	8	"	"	1875	...
2d Mortgage skg fund.	3,692,000	7	Feb. & Aug.	"	1900	52	1st Funded Coup. (D. & M. R. R.):	625,924	7	Jan. & July.	"	1875	...
Income convertible.....	3,847,000	7	"	"	1890	43	2d Funded Coup. (	375,784	7	May & Nov.	"	1875	...
1st Mort. (Chie. and Gt. Eastern): 2d Mort. (" ")	451,000	7	April & Oct.	"	"	1st Mort. (Det. & Pontiac R.R.):	150,000	7	April & Oct.	"	1878	...	
1st Mort. (Cin. and Chi. Air-L.)	341,400	7	Jan. & July	"	"	2d Mort. (	100,000	7	Jan. & July.	"	1878	...	
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	"	"	2d Mort. (	250,000	8	Feb. & Aug.	"	1866	...	
1st M., s.f. (" ")	23,660	7	May & Nov.	"	"	Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	"	1886	...	
1st Mort. (Col. and Ind. Cent.): 2d Mort. (" ")	2,632,000	7	Jan. & July	"	"	Bonds of June 30, 1866.....	1,702,317	647	Jan. & July.	"	1886	...	
1st M. (Col. & Ind.) 1st&2d prof.	821,000	10	May & Nov.	"	"	Detroit, Mon. & Tol. (L.S. & M. S.): 1st Mortgage Aug. 1, 1866.....	924,000	7	Feb. & Aug.	New York	1900	113	
2d Mortgage (Ind. Central):	309,500	7	Jan. & July	"	"	1st Mort. (	545,500	8	Jan. & July.	New York	1889	...	
1st Mort. (Tol. Logan's & Bur.): Income (" ")	685,000	7	Feb. & Aug.	"	"	1st Mort. (Logan's & Bur.): 1st Mort. (Tol. Logan's & Bur.): 1st Mort. (Tol. Logan's & Bur.):	586,000	7	Jan. & July.	"	1894	...	
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	"	"	1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York	1883	104	
Columbus, Springfield and Cin.: 1st M. (assumed by Cin. S. & O.):	1,000,000	7	March & Sept.	New York	1901	...	1st Mortgage 2d division.....	586,000	7	"	"	1894	...
Columbus and Hocking Valley: 1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York	1897	...	Dubuque and Sioux City: 1st Mortgage.....	450,000	7	April & Oct.	New York	1883	...
1st M. on Branch (& 2d on main):	300,000	7	Jan. & July	"	"	1st Mortgage, preferred.....	78,500	7	Jan. & July.	"	1883	...	
General Mortgage.....	634,000	7	"	"	"	Dunkirk, Allegheny Val. & Pittsb.: 1st Mortgage (gold):	1,200,000	7*	June & Dec.	New York	1900	...	
Columbus and Xenia: 1st Mortgage, guar by L.M.R.R. Connecticut and Passaic Riv.:	302,000	7	March & Sept.	New York	1890	...	1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York	1908	...
New Mortgage for \$1,500,000....	1,263,500	7	April & Oct.	Boston	1893	110	East Alabama and Cincinnati: 1st Mort. endorsed by Alabama: 1st Mort. Brandywine & Waynesboro: 1st Mortgage guar. by Pa. R.R. East Pennsylvania (Ph. & Rdg.): 1st Mortgage, guaranteed.....	2,999,000	7	Jan. & July.	New York	1900	165
Coupon Notes.....	123,000	7	June & Dec.	"	1881	...	2d Mortgage.....	190,000	4	"	"	'82-'83	...
1st Mort. (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	...	Endorsed Bonds (East T. & Va.):	147,000	6	May & Nov.	"	1886	...
Connecticut River: 1st Mortgage skg fund.....	.....	6	March & Sept.	Boston	1878	...	Endorsed Bonds (East T. & Ga.):	92,000	6	Jan. and July.	"	1886	...
Connecticut Valley: 1st Mortgage.....	1,000,000	7	Jan. & July	New York	1901	...	Company Bonds (E.T. & Ga., old):	635,000	6	"	"	'80-'84	...
Connecticut Western: 1st Mortgage tax free.....	3,000,000	7	Jan. & July	N. Y. & Bost	1900	...	Company Bonds (" new")	135,400	6	"	"	1876	...
Connecting (Philadelphia): 1st Mort. ABCD & E \$420,000 each Cooperstown and Susq. Valley: 1st Mortgage.....	991,000	6	March & Sept.	Philadelphia	1.2.3.4. 109	...	Eastern Mass.:	495,900	7	March & Sept.	Philadelphia	1888	113
Cooperstown and Susq. Valley: 1st Mortgage.....	100,000	7	March & Sept.	New York	1889	...	1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York	1900	165
Cowanesque Valley: 1st Mortgage.....	25,000	7*	Jan. & July.	New York	1902	...	2d Mortgage.....	190,000	4	"	"	'82-'83	...
2d Mortgage.....	100,000	7	May & Nov.	"	1882	...	1st Mort. (Essex R.R.) assumed.....	147,000	6	May & Nov.	"	1886	...
Danv., Hazleton & Wilkesbarre: 1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia	1887	...	Loan of 1867.....	180,000	7	March & Sept.	Boston	1896	90
2d Mortgage.....	300,000	7	"	"	1892	...	Loan of 1868.....	147,000	6	"	"	1887	...
Plain bonds.....	61,800	6	"	"	"	Loan of 1869.....	92,000	6	May & Nov.	"	1889	...	
Danbury and Norwalk: Mortgage Bonds of 1860.....	100,000	7	Jan. & July	New York	1880	...	Ten year coupon notes.....	182,000	7	Jan. & July.	"	1889	...
Mortgage Bonds of 1870.....	200,000	7	"	"	1890	...	Sinking Fund Bonds.....	140,000	7	May & Nov.	"	1884	...
Mortgage Bonds of 1872.....	200,000	7	"	"	1892	...	Stealing Sink. Fd. Bonds.....	3,149,000	6*	March & Sept.	London	1893	...
Danv., Hazleton & Wilkesbarre: 1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia	1887	...	Certif. of Indebt. Sept. 1, 1876.....	13,351,500	4*	"	Boston	1900	91
2d Mortgage.....	300,000	7	"	"	1895	...	Eastern Shore (Md.): 1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia	1880	...
1st Mort.	2,000,000	7*	April & Oct.	New York	1900	...	2d Mortgage.....	200,000	6	April & Oct.	"	1886	...
Davenport and St. Paul: 1st Mort. gold sig fd \$20,000 p.m.	3,000,000	7*	April & Oct.	New York	1911	...	Elizabethtown and Paducah: 1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York	1890	...
Dayton and Michigan (O.H. & D.): 1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July	New York	1881	...	Elmira and Williamsport (N. Can.): 1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia	1890	106
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	...	Income Mortgage guaranteed	570,000	5	April & Oct.	2822	86	...
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888	...	Erie Railway: 1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	128
Toledo Depot bonds, guar.....	109,000	7	March & Sept.	"	"	2d Mortgage.....	2,174,000	7*	March & Sept.	"	1910	106	
Dayton and Union: 1st Mortgage, registered.....	140,000	7	March & Sept.	New York	1879	...	3d Mortgage.....	4,862,000	7	"	"	1888	...
2d Mortgage.....	135,000	7	June & Dec.	"	1879	...	4th Mortgage convertible.....	2,987,000	7	April & Oct.	"	1880	101
Income Bonds.....	252,445	6	"	"	1879	...	5th Mortgage convertible.....	709,500	7	June and Dec.	"	1886	111
Dayton and Western (L. M. R. R.): 1st Mortgage (assumed).....	142,000	7	March & Sept.	New York	1881	...	Buffalo Branch, 1st mortgage.....	182,800	7	Jan. & July.	"	1891	...
Decatur, Sullivan and Mattoon: 1st Mortgage.....	496,000	6*	Jan. & July.	"	1879	...	Long Dock Mortgage.....	8,000,000	7	June and Dec.	"	1903	117
Delaware and Bound Brook: 1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia	1905	116	1st Consol. Mortgage gold.....	16,665,000	7*	March & Sept.	NY & London	1920	113
Delaware (P. W. and Balt.): 1st Mortgage, guar.....	650,000	6	Jan. & July	Philadelphia	1885	107	1st Consol. Mort. Coup. Bonds.....	3,688,000	7*	"	"	1920	91
1st Mortgage extension.....	100,000	6	"	"	1880	...	Erie and Pittsburg (Penn.): 1st Mortgage.....	292,200	7	Jan. & July.	New York	1892	...
Delaware, Lackawann. & Western: 2d Mortgage.....	1,633,000	7	March & Sept.	New York	1881	104	2d Mortgage.....	92,800	7	April & Oct.	"	1890	...
Convertible Bonds.....	600,000	7	June & Dec.	"	1892	...	Consolidated Mortgage.....	2,192,000	7	Jan. & July.	"	1898	106
Consol. Mortgage Bonds.....	3,067,000	7	March & Sept.	"	1807	117	Equipment Mortgage.....	750,000	7	April & Oct.	"	1890	...
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	"	1880	...	European & N. American (Me.): Bangor City Bonds (1st m. 55 m.): 1st L.M. & 1st on 59, 42d on 55m):	1,000,000	6	Jan. & July.	Boston	1894	...
1st M. Ext. (" ")	370,000	7	March & Sept.	"	1885	...	2,000,000	6*	March & Sept.	New York	1899	...	
Denver & Boulder Val. (Den. Pac.): 1st Mortgage.....	550,000	7*	May & Nov.	Kansas City	1900	...	Evansville and Crawfordville: 1st Mortgage (61 miles) skg. fund.....	302,000	7	Jan. & July.	New York	1887	...
Denver Pacific: 1st Mortgage gold, land grant....	2,498,000	7*	May & Nov.	New York	1899	...	1st Mortgage (109 m.):	636,000	7	May & Nov.	"	1887	...
Denver & Rio Grande (3 ft. gauge): 1st Mort. gold, skg fund tax free.....	8,024,500	7*	May & Nov.	N.Y.L & Ams.	1900	104	1st Mort. (Rockville Extension):	147,000	7	Feb. & Aug.	"	1890	...
Des Moines and Ft. Dodge: 1st Mortgage (scraps).....	2,800,000	6	Jan. & July	New York	1904	...	Fitchburg: Bonds of 1874.....	500,000	7	April & Oct.	Boston	1894	...
Denver Pacific:							Bonds of 1877.....	500,000	6	"	"	1897	...
1st Mort. gold, land grant....							Flint and Pere Marquette: 1st Mort. Land Gr. (3d series).....	2,210,000	8	March & Sept.	New York	1888	...
1st Mort. (Bay C. & L. Ag.): 1st Mort. (Bay C. & L. Ag.):							Flint & Holly S. F. (\$25,000 p.v.)	426,000	10	May & Nov.	"	1883	...
Bay County Bonds (guar.):							1st Mort. (Bay C. & L. Ag.):	100,000	10	Jan. & July.	Newark	1882	...
1st Mort. skg. fl. (H. W. & Mon.):							Bay County Bonds (guar.):	75,000	10	March & Sept.	New York	1887	...
1st Mort. skg. fl. (H. W. & Mon.):							1st Mort. skg. fl. (H. W. & Mon.):	1,900,000	8	Jan. & July.	"	1901	...
Consolidated Sinking Fund.....							Construction Loan.....	1,771,000	8	May & Nov.	"	1902	88
Construction Loan.....							Construction Loan.....	290,400	8	Jan. & July.	"	1870	...

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
		When.	Where.	Due.				When.	Where.	Due.
Florida	\$				Huntingdon and Broad Top Mt.	\$				
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....			
Flushing, North Shore and Cent.					1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	267,500	7*	Feb. & Aug.	1895
2d Mort. (" ")	400,000	7	" "	"	Consolidated Mortgage.....	1,383,000	7	April & Oct.	"	1895
1st Mort. (Central of L. L.)....	1,000,000	7	Mar. & Sept.	" "						71
1st Mort. (Cent. R. R. Ext'n.)	200,000	7	May and Nov.	" "	Illinois Central:					
1st Mort. (North Shore).....	149,000	7	Feb. & Aug.	" "	Redemption bonds, currency...	2,500,000	6	April & Oct.	New York.	1890
1st Mort. (Whitestone & W.)..	93,000	7	Jan. & July.	" "	Sterling Bonds, £500,000...	2,500,000	6*	" "	London.	1895
1st Mort. (N. Y. & Flushing)....	25,000	7	Mar. & Sept.	" "	Sterling Bonds, Sinking Fund...	4,393,000	5*	" "	"	1903
Fonda, Johnston & Gloversville :					Sterling Bonds, £200,000...	1,000,000	5*	June & Dec.	"	1905
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	Illinois Grand Trunk (C. B. & Q.):			
Fort Wayne, Jackson & Saginaw:					1st Mortgage, guaranteed.....	900,500	8	April & Oct.	Boston.	1890
1st Mortgage, traffic guarantee.	1,500,000	8	Jan. & July.	New York.	1889	....	Indiana and Illinois Central:			
2d Mortgage (Equipment).....	500,000	8	April & Oct.	" "	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901
Fort Wayne, Muncie & Cin.:					Indiana North and South:					
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1890	....	1st Mort. (Nor.Div.) \$22,000 p.m.			
2d Mortgage.....	500,000	8	" "	"	1st Mort. gold.....	1,700,000	7*	March & Sept.	New York.	1903
Framingham and Lowell :					1st Mortgage Extension gold...	5,000,000	7*	April & Oct.	New York.	1906
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	75	5,500,000	7*	Jan. & Jul.	1912
2d Mortgage.....	100,000	8	" "	"	2d Mortgage.....	1,500,000	8	" "	"	1890
Frederick and Pennsylvania Line:					Indianapolis and Madison:					
1st Mortgage gold.....					1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881
Fremont, Elkhorn & Mo. (S.C.&P.):	150,000	6*	April & Oct.	Baltimore.	1901	....	Indianapolis & Vincennes:			
1st Mortgage.....					1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908
Galena & Chicago Union (U. & N. W.):	690,000	7	April & Oct.	.....	2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900
Galv., Harrisburg & San Antonio:	1,692,000	7	Feb. & Aug.	New York.	1882	104	International and Gt. Northern:			
1st Mortgage.....					1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911
Galveston, Houston & Henderson:					Convertible B'ds (" ")	1,473,000	7	Feb. & Aug.	"	1892
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	85	1st Mortgage Hous. & Gt. N.R.R.	4,211,000	7*	Jan. & July.
Geneva, Ithaca and Athene:					Convertible B'ds (" ")	1,677,000	8	Feb. & Aug.	"	1892
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....	Indianapolis, Cin. and Lafayette:			
Georgia (and Banking):					1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897
Company bonds (debentures)...	830,000	7	Jan. & July.	Augusta	" 75-'90	....	1st Mortgage of 1869.....	2,000,000	7	June & Dec.
Gillman, Clinton & Springfield:					Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	178-'83
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....	Equipment Bonds, registered...	375,000	10	"
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1st Mort. (Ind'polis & Cinc.) 1858.	1,600,000	7	April & Oct.	"	1888
Goaen and Deckertown (Erie):					1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	"	1892
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	2d Mort. (" ") guar.	1,497,000	7	Jan. & July.
Grand Rapids & Indiana:					Indianapolis and St. Louis:					
1st Mortgage L. G. guar. gold..	4,000,000	7*	Jan. & July.	New York.	1899	....	1st Mortgage.....	2,000,000	7	Jan. & July.
1st Mort. L. G. not guar. gold..	3,224,000	7*	April & Oct.	"	1st Mortgage.....	2,000,000	7	March & Sept.	New York.	1919
Grand River Valley (Mich. C.):					1st Mortgage.....	2,000,000	7	April & Oct.	"	1919
1st Mort., assumed by Lessees.	1,000,000	8	Jan. & July.	New York.	1886	106	2d Mortgage.....	1,000,000	7	" "
2d Mortgage, guar. by Lessees..	500,000	8	March & Sept.	"	Equipment Mortgage.....	378,000	10	Jan. & July.	"	1881
Grand Trunk (Oa.):					1st Mortgage.....	770,000	8	Jas. & July.	New York.	1890
Equipment Bonds £500,000....	2,500,000	6*	April & Oct.	London.	1877	....	2d Mortgage.....	81,000	8	May & Nov.
Equipment Bonds No. 2 £500,000	2,500,000	6	Jan. & July.	"	1st Mort. (Midland C. & N. W.):	2,960,000	7	April & Oct.	New York.	1917
Postal & Military b'ds £1,900,000	6,000,000	6*	Feb. & Aug.	"	1st Mort., \$18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900
1st Preference Bonds £8,218,149	16,090,745	5*	Jan. & July.	"	Ionia and Lake E. D. L. & L. M.:					
2d Preference Bonds £2,827,908	11,689,040	4*	" "	"	1st Mortgage.....	770,000	8	Jas. & July.	New York.	1890
3d Preference Bonds £7,163,910	35,519,560	4*	" "	"	2d Mortgage.....	81,000	8	May & Nov.	"	1886
Provincial Debentu's £3,111,500	15,557,500				Iowa Falls and Sioux City:					
Great Western of Canada					1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917
Mortgage Bond £127,000.....	635,000	6	Jan. & July.	London.	1876	....	2d Mort. (Midland C. & N. W.):	1,350,000	8	April & Oct.
Mortgage Bonds £547,000.....	2,735,000	5	April & Oct.	"	1st Mort., \$18,000 p.m., guar.	"	....	Ironton (Penn.)		1900
New Bonds £1,000,000.....	5,000,000	6	June & Dec.	"	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1878
Debenture Bonds £1,743,160.....	8,715,300	5	Jan. & July.	"	1st Mortgage gold, skg fund.	600,000	7*	Jan. & July.	New York.	1890
Great Western Railway of 1859:					Jackson, Lansing & Saginaw (M.O.):					
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	108	1st Mortgage.....	1,277,000	8	Jan. & July.
2d Mort. " "	2,500,000	7	May & Nov.	"	1st Mort. (Northern Ext.) guar.	637,000	8	May & Nov.	"	1890
Green Bay and Minnesota:					Consolidated Mortgage (236 m.)	2,001,000	8	March & Sept.	"	1891
1st Mortgage.....	3,200,000	7*	Feb. & Aug.	London.	1876	....	Jacksonville, North West & S. East:			
1st Mort. Guar. by S. Car.					1st Mort.	610,000	7	Jan. & July.	New York.	1902
1st Mortgage not guaranteed.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....	1st Mort.	472,000	7	Jan. & July.
Greenwich and Johnsonville:					2d Mort.	3,000,000	7	" "	New York.	1880
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	Jefferson (Erie):			
Gulf, Western Texas and Pacific:					1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887
1st Mortgage (Construction)....	1,388,000	7*	Jan. & July.	.....	2d Mort. (" ")	84,000	7	" "	"	1889
Hannibal and Naples (T.W. & W.):					1st Mort. (Carbondale Section)....	2,000,000	7	" "	"	1889
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	....	Jeffersonville, Madison & Indian:			
2d Mortgage.....	225,000	7	Jan. & July.	"	1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1908
Hannibal & Cent. Mo. (T.W. & W.):					2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	106	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.
2d Mortgage.....	250,000	7	" "	"	Jersey City and Albany:					
Hannibal and St. Joseph:					1st Mortgage.....	250,000	7	Jan. & July.	New York.	1913
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	1894	....	1st Mortgage (Ridgefield Park)....	300,000	7	May & Nov.
Missouri State Loan.....	1,500,000	6	" "	"	Joliet and Chicago (C. & Alton):					
Fifteen year's bonds (277 m.):	4,000,000	8	March & Sept.	"	1st Mortgage skg fund guar....	336,000	8	Jan. & July.	New York.	1882
1st Mort. (Q. & Palm R.R. 15 m.)	433,000	8	Feb. & Aug.	"	1st Mort. guarantee.....	500,000	6	Jan. & July.	Philadelphia.	1882
1st Mort. (K. City & Cam. RR 55m)	1,200,000	10	Jan. & July.	"	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900
General Land Mortgage (277 m.)	492,000	7	" "	"	Junction and Breakwater:					
Harlem Extension:					1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	Kalamazoo, Allegan & Gr. Rapids:			
Harrisburg & Lancaster:					1st Mort. assumed by LS&MSO.	340,000	8	Jan. & July.	New York.	1888
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	106	1st Mort. assumed by LS&MSO.	100,000	8	Jan. & July.
Hartford, Providence and Fishkill:					1st Mort. assumed by L.S. & M.S.	100,000	8	" "	New York.	1887
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....	Kalamazoo, & S Haven (M. Cen.):			
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,000	7	" "	Hartford.	1876	....	1st Mort. guar. by lessees....	640,000	8	May & Nov.
Holly, Wayne & Monroe (F&PM):					Kalamazoo, & White Pigeon					
1st Mortgage guar., waiv. free....	1,000,000	8	Jan. & July.	New York.	1901	....	1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.
Holyoke and Westfield:					Kansas City and Cameron:					
1st Mortgage.....	0,000	7	April & Oct.	Boston.	1891	....	1st Mort. ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.
2d Mortgage.....	100,000	7	Feb. & Aug.	New York.	1885	....	Kan. City, St. Jo. & Coun. Bluff:			
2d Mortgage of 1862.....	30,000	8	April & Oct.	Bridgewater.	1889	....	1st Mort. (C. B. & St. Jo. 52 m.)....	.....	7	Jan. and July.
Equipment Bonds.....	15,000	7	" "	Bridgeport.	1883	....	2d Mort. (" ")	150,000	10	" "
Houston and Texas C. ntral:					1st Mort. (St. Jo. & CB. 78 m.) conv.					
1st Mortgage L.G. skg fund, y'd.	6,227,000	7*	Jan. & Jr. y.	New York.	1881	109	1st Mort. (Mo. Valley 130 m.)....	1,400,000	10	March & Sept.
1st Mortgage (Western Div.)...	2,305,000	7*	" "	"	1st Mort. (Mo. Valley 130 m.)....	1,500,000	7	Feb. & Aug.	New York.	1896
1st Mort. (Waco & N. W. Div.)	940,000	7	" "	"	Conolidated Mort. (200m. conv.)	887,000	7	March & Sept.	"	1893
Income and Indemnity bonds.....	1,359,500	May & Nov.	" "	"	New Consol. Mort. for \$8,000,000	947,000	8	Feb. & Aug.	Boston.	1890
Consolidated Mortgage.....	2,804,000	April & Oct.	" "	"	Kansas City & Santa Fe (L.L. & G.)	947,000	10	May & Nov.	Boston	1890
					1st Mortgage for \$1,000,000.....	120,000	10			

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Interest Payable.		Due.	Price	Description of Bonds.	Amount.	Interest Payable.		Due.	Price		
		When.	Where.					When.	Where.				
Kansas Pacific:	\$					Louisville, Cincinnati, and Lexington:	\$						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6 [*]	Feb. & Aug.	N. Y. & St. Lo.	1895	118	Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881 2	
1st Mort. (2d Div. 263.94 m.) gold	4,063,000	6 [*]	June & Dec.	" "	1896	116	1st Mort. (L. Cln. & Lex. R.R.)	3,000,000	7	" "	"	1897	
1st M. (3d D. 244.66 m. & 3,000,000a)	6,411,000	7 [*]	May & Nov.	N. Y. L. & F.	1899	107	New Mort. (L. Cln. & L. R.W.)	275,000	7 [*]	April & Oct.	" "	1907	
1st Mort. (1,000,000 acres).....	—	7	March & Sept.	N. Y. & St. Lo.	1911-16	—	Louisville and Nashville:						
1st Mort. (2,000,000 acres)gold..	1,722,250	7 [*]	Jan. & July.	N. Y. L. & F.	1880	117	Ten Year Mortgage Gold bonds	2,000,000	7 [*]	May & Nov.	New York.	1883 105	
2d Mort. (" ")gold..	1,500,000	7 [*]	March & Sept.	" "	1896	101	Mort. main office lot & building	60,000	7	" "	Louisville.	1883	
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	100	1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	New York.	1901	
2d Mortgage (Gov't Subsidy)....	6,308,000	6	Jan. & July.	U. S. Treas.	1896-97	—	1st Mort. (Memph. & Clarksv. Br.)	2,270,770	6 [*]	Feb. & Aug.	"	1902	
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y. L. & F.	1916	71	1st Mort. (Cecilian Branch).....	1,000,000	7	Mar. & Sept.	"	1907 110	
Kent County (Del.)							Consol.M. for \$5,000,000(392 m.)	7,070,000	7	April & Oct.	"	1896 114	
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1890	—	Louisville Loan.....	850,000	6	" "	"	1896-97	
Kentucky Central:							Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1896	
2d Mort. (Covington & Lexington)	844,000	7	March & Sept.	New York.	1883	—	Louisv. Loan (Leb. Br. Exten.)	335,000	6	April & Oct.	Louisville.	1898 99	
3d Mortgage.....	237,000	7	June & Dec.	"	1885		Louisv. N. Al. & St. Lo. Airline	2,875,000	7 [*]	Jan. & July.	New York.	1892	
Keokuk and Des Moines:							1st Mortgage gold, \$25,000 p. m.	1st Mortgage and Augustas:					
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	98	1st Mortgage end by Ga. R. R.	300,000	7	Jan. & July.	New York.	1897	
Funded Interest.....	254,300	8	" "	"	1884	—	1st Mortgage not endorsed.....	100,000	7	" "	"	1887	
Keokuk and St. Paul (C.B. & Q.):							Construct. Mort. end. by Ga. RR.	370,000	7	" "	"	1879	
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	100	Macon and Brunswick:						
La Crosse, Trempealeau & Prescott:							1st Mort. endorsed by Ga.	1,000,000	7	Jan. & July.	New York.	1887	
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1878	—	1st Mort.	600,000	7	May & Nov.	"	1900	
Laf. Blooming. & Minn. (T.W&W):							2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	
1st Mortgage gold guar.....	1,300,000	7 [*]	Feb. & Aug.	New York.	1891	95	Equipment Mortgage.....	150,000	7	" "	"	1879	
La. Muncie & Bloom. (T.W&W):							Madison and Portage:						
1st Mortgage gold guar.....	1,500,000	7 [*]	Feb. & Aug.	New York.	1901	93	1st Mort. guar. by Chl. and Sup.	800,000	7	April & Oct.	New York.	1890	
Lake Erie and Louisville:							Mahoning Coal:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	—	1st Mortgage.....	1,490,000	7	Jan. & July.	New York.	1902	
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	—	Maine Central:						
Lake Ontario Shore:							Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912 106	
1st Mortgage (\$20,000 pr. m.)...	1,438,200	7 [*]	Jan. & July.	New York.	1897	—	\$100,000 Loan, tax free.....	756,800	6	Jan. & July.	"	1898	
Lake Shore & Michigan South'n:							Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	
Sinking Fund Mortgage.....		7	April & Oct.	New York.	1879	—	1st Mort. (Belfast & Moosehead).....	150,000	7 [*]	May & Nov.	Belfast & Bost.	1890	
Consol. Mort. S.E., Regist'd.....		7	J. A. J. & O.	"	1900	123	1st Mortgage (Portland & Ken.)	1,100,000	6	Jan. and July.	Boston.	1900-91	
Consol. Mort. S.E., Coupon.....	1,925,000	7	Jan. & July.	"	1900	123	1st Mortgage (Portland & Ken.)	217,000	6	April & July.	Augusta.	1885	
2d Consol. Mort. for \$25,000,000.	9,206,000	7	June & Dec.	"	1903	117	2d Mort. (Somerset & Kennebec).....	1,166,700	6	" "	Boston.	1895 23	
Bonds of 1882 (Reg. & Coupon)	3,244,000	7	April & Oct.	"	1882	—	1st Mort. (Leeds & Farmington).....	633,000	6	June & Dec.	"	1870	
Lake Shore Dividend Bonds.....	1,393,000	7	"	"	1890	119	Bath (Androscoggin) Loan.....	425,000	6	Jan. & July.	"	1891	
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1880	—	Mansfield & Framing. (B.C. & F.):						
2d Mort. (" ")	1,000,000	7	April & Oct.	"	1892	—	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889 98	
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	"	1885	—	Marietta and Cincinnati:						
2d Mort. (" ")	5,595,000	7	"	"	1887	—	1st Mortgage, Sterling.....	1,050,000	7 [*]	Feb. & Aug.	London.	1891 100	
1st Mort. (Cleveland & Toledo)	849,000	7	April & Oct.	"	1886	—	1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891 101	
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	—	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1890 83	
Mort. Bonds (" ")	300,000	7	March & Sept.	"	1886	—	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900 49	
Mort. Bonds (" ")	2,844,000	7	April & Oct.	"	1888	—	4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	
1st M. (Detroit, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906	—	1st Mort. (Scioto & Hock. Val.).....	300,000	7	May & Nov.	"	1888	
1st M. (Kalamaz. & White Pigeon)	400,000	7	Jan. & July.	"	1890	—	Marietta, Pittsburg & Cleveland:						
1st M. (School & Three Rivers)	100,000	8	"	"	1887	—	1st Mortgage gold.....	1,500,000	7 [*]	Feb & Aug.	New York.	1896	
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	—	Marquette, Houghton & Ontonagon:						
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	"	"	1888	—	1st Mortgage (Marq. & Ont.).....	1,700,000	8	Jun. & Dec.	New York.	1892 113	
1st M. (Jamesstown & Franklin)	422,000	7	"	"	var	—	1st Mort. (Houghton and Ont.).....	2,000,000	8	Jan. & July.	"	1892	
2d M. (" ")	500,000	7	June & Dec.	"	1894	—	Consolidated Mortgage.....	1,454,000	6-10	Various	"	192-03	
Lake Shore & Tucarawas Valley:							1st Mortgage guaranteed.....	400,000	6	Jan. & July.	Boston.	1899 99	
1st Mortgage gold.....	2,000,000	7 [*]	April & Oct.	Cleveland, O.	1901	—	2d Mortgage.....	850,000	6	May & Nov.	Boston.	1885	
2d Mortgage, for \$1,000,000....	696,000	7	"	"	1892	—	Massillon & Cleve. (C.M. V. & D.).....	150,000	6	June & Dec.	"	1889	
Elyria and Black Riv. bds ass'd	180,000	7	May & Nov.	"	—		1st Mortgage guaranteed, gold.....	100,000	7 [*]	Jan. & July.	New York.	1890	
Lake Superior & Mississippi:							Mayaville and Lexington:						
1st Mort. skg fund gold tax free.	4,500,000	7 [*]	Jan. & July.	N.Y.-Bost.-Ph.	1896	204	1st Mortgage.....	500,000	7 [*]	Jan. & July.	New York.	1890	
2d Mort. gold tax free and conv.	8,200,000	7 [*]	April & Oct.	"	1900	—	Marshall and Charleston:						
Income Bonds.....	8,200,000	10	"	"	1902	—	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1890 100	
Lawrence (P. Ft. W. & Chi.):							2d Mortgage.....	1,000,000	7	Jan. & July.	"	1888	
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	—	Tennessee State Loan.....	1,814,142	6	" "	"	1888	
Leavenworth, Atch. & N. West'n:							Income Bonds.....	600,000	10	March & Sept.	"	1888-78	
1st Mort. guar. by Pac. of Mo.	500,000	7	April & Oct.	New York.	1899	—	Memphis and Little Rock:						
Leaven, Lawrence & Galveston:							1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	
1st Mort. skg fund conv. gold.....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42	2d Mortgage.....	1,000,000	8	"	"	1888	
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	—	Metropolitan Elevated:						
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	—	1st Mortgage \$ or £.....	8,500,000	6 [*]	Jan. & July.	New York.	1908 100	
Lehigh and Lackawanna:							Michigan Air Line (Mich. Cent.)	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890 100
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	—	Michigan Central:						
Lehigh Valley:							1st Mortgage, convertible.....	550,000	8	April & Oct.	Boston.	1892	
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	117	1st Mortgage sinking fund conv.	2,170,000	8	" "	"	1882	
1st Mortgage (" " reg.)	5,000,000	6	"	"	1898	115	Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902 121	
2d Mortgage for \$6,000,000....	8,000,000	7	March & Sept.	"	1910	125	1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890 111	
General Mort. for \$40,000,000....	13,804,000	6 [*]	June & Dec.	"	1923	111	Equipment Bonds for \$800,000....	556,000	8	April & Oct.	N.Y. & Bost.	1888 100	
General Mort., registered.....					1922	112	Michigan Lake Shore:						
Lewish, Centre & Spruce C. (Pa. E.):							1st Mortgage.....	800,000	8	Jan. & July.	New York.	1890	
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	—	Mich. So. and North'n Indiana:						
Lexington & St. Louis (A. & P.):							1st Mort. ass'd by L.S. & M.S.	5,250,000	7	May & Nov.	New York.	1885 111	
1st Mortgage gold.....	900,000	6 [*]	June & Dec.	New York.	1890	—	Midletown, Union & W. Gap:						
Little Miami:							1st Mortgage tax free	400,000	7	May & Nov.	New York.	1890	
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97	Midland of Canada:						
Street Connection Bonds.....	525,000	6	Jan. & July.	Cincinnati.	1894	—	1st Mortgage sterling £335,000....	1,675,000	6 [*]	May & Nov.	London.	1894	
Cincinnati Loan.....	100,000	6	May & Nov.	"	1890	—	Midland Pacific:						
Little Rock and Fort Smith:							1st Mortgage gold, tax free.....	1,100,000	7 [*]	Feb. & Aug.	New York.	1890	
1st Mortgage gold.....	2,500,000	6 [*]	Jan. & July.	N. Y. & Bost.	1900	52	Mifflin and Center Co. (Pa.):						
Land Grant sinking fund.....	2,000,000	7	"	"	1905	101	1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	
Little Rock, Pine Bl. & N. Orleans:						—	Milwaukee and St. Paul—See Chicago, Mil. & St. Paul						

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.			Due.	Price.
			When.	Where.	Due.						When.	Where.	Due.		
Minneapolis & St. L. (E.C.R.&N.)	\$							N.O. & Jack. & Gt. N. (N.O. St.L. & C.)	\$						
1st Mortgage gold, guaranteed..	150,000	7* Jan. & July.	New York.	1911	99			1st Mortgage.....	3,000,000	8	Jan. & July.	New York.	1888		
Minnesota Valley (C. & N.W.):								2d Mortgage for \$3,000,000.....	1,500,000	8	April & Oct.	"	1890		
1st Mortgage.....	150,000	7 April & Oct.	New York.	1908			New Orleans, Mobile and Texas:							
Mississippi Cent. (N.O. St.L. & Ch.):								1st Mort. (Mobile to N. Orleans)	4,000,000	7* Jan. & July.	N.Y. & Lond.	1915			
1st Mortgage.....	1,012,500	7 May & Nov.	New York	'74-'84			1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915		
2d Mortgage.....	2,000,000	8 Feb. & Aug.	" "	1886			2d Mort. endorsed by Louisiana,	2,825,000	8	" "	"	1915		
General Mort. for \$8,000,000 gold	3,708,500	7* May & Nov.	" "	1912			New York, Boston and Montreal:							
Mississippi, Ouchita & Red Riv.	2,040,000	7* Jan. & July.		1900	....			1st Mortgage for \$12,250,000.....	6,260,000	7* Feb. & Aug.	N.Y. or Lond.	1889		
1st Mortgage gold.....								New York & Canada (D.H.C.):							
Mississippi and Tennessee:								1st Mort. for £800,000, guar...	4,000,000	6* May & Nov.	London.	1904			
1st Mortgage, Series A.....	1,000,000	8 April & Oct.	Memphis.	1902	....			New York Central & Hudson R.	6,032,900	6 May & Nov.	New York.	1883	165	
2d Mortgage, Series B.....	1,100,000	8 Jan. & July.		1902	....			Debt Certificates (N. Y. Cent.)	74,500	6 May & Nov.	" "	1883	164	
Mississippi Valley and Western:								Bonds for B.&N.F. stock ()	592,000	6 " "	" "	1883	165		
1st Mortgage \$20,000 p.m.	800,000	7 Feb. & Aug.	New York.	1902	....			Bonds for R.R. Stocks ()	162,000	6 " "	" "	1883	165	
Missouri, Iowa and Nebraska:								Bonds for Real Estate ()	2,391,000	6 June & Dec.	" "	1887	165		
1st Mortgage gold, sinking fund.	2,000,000	7* June & Dec.		1910	....			Bonds of 1854 renewed ()	1,794,000	7	" "	1885	110	
Missouri, Kansas and Texas:								2d Mort. (Hudson River) S. F.	1,950,000	7 April & Oct.	" "	1891			
1st Mort. (U.Pac.S.Br.) skg fund	2,616,000	6* Jan. & July.	New York.	1899	....			Bonds of 1871, tax free.....	18,465,000	7 Jan. & July.	" "	1903	125	
1st Mort. (Teb & Neosho) S.F.	349,000	7* June & Dec.	" "	1903	61			1st Mort., coup. for \$30,000,000	9,733,333	6* " "	London.	1903	125		
Consol. Land Grant, skg fd gold	10,418,000	7* Feb. & Aug.	" "	1904	61			1st Mort. Sterling for £2,000,000							
First Additional Consol. Mort.	2,500,000	7 " "	" "	1905	....			New York and Harlem:	107,704	7 Jan. & July.	New York.	1881		
Second Add. Consol. Mort.	1,182,000	7 " "	" "	1906	64			1st Mortgage of 1861.							
Third Additional Consol. Mort.	600,000	7 " "	" "	1906	....			Consol. Mort. of 1872, coupon.	10,500,000	7 May & Nov.	" "	1900	125	
Missouri River, Ft. Scott & Gulf:								Consol. Mort. of 1872, reg... }							
1st Mortgage, Land Grant, S. F.	5,000,000	10 Jan. & July.	New York.	1889	86			New York Elevated:	8,500,000	7 Jan. & July.	New York.	1906	110		
2d Mortgage.....	2,000,000	10 April & Oct.	N. Y. & Bost.	1890	....			1st Mortgage.....						
Mobile and Girard:								N. Y., Houatonic & Northern:	1,500,000	7* April & Oct.	New York.	1902			
1st Mortgage.....	877,500	7 Jan. & July.	Savannah.	1876	....			1st Mortgage.....						
2d Mort. end. by Dent. R.R. of Ga.	300,000	8 " "	New York.	1889	....			New York, Kingston & Syracuse:	2,500,000	7* Jan. & July.	New York.	1902		
Plan bonds.....	33,500	8 " "	Savannah.	1887	....			1st Mort. for \$4,000,000.....						
Fobille and Montgomery:								New York, N. Haven & Hartford:	2,000,000	7	New York.	1903		
1st Mort. endor. by State of Ala.	2,434,000	8* May & Nov.	New York.	1900	....			1st Mort. (Harlem & Portchester):						
2d Mortgage.....	800,000	8 " "	" "	1900	....			New York and New England:						
Fobille and Ohio:								1st mortgage, old.....							
1st Mortgage Sterling.....	5,656,000	6* May & Nov.	Mob. & Lond.	1883	....			1st mortgage, new.....	4,708,000	7 March & Sept.	Boston.	1884		
Interest bonds.....	1,524,300	8 " "	Mobile.	'76-'83	....			1st mortgage, new.....						
Sterling Interest bonds.....	769,920	6* " "	London.	1883	....			New York and Oswego Midland:	8,000,000	7* Jan. & July.	New York.	1894		
Tennessee Substitution Bonds:								1st Mortgage gold, tax free.....	2,500,000	7 May & Nov.	" "	1895			
Special Mort. (Gainesville Br'h.)	1,688,000	7* Jan. & July.	N.Y. & Lond.	1901	....			2d Mortgage convertible.....	1,500,000	7 " "	" "	1896		
2d Mortgage.....	1,453,868	8 May & Nov.	Mobile.		....			2d Mortgage non-convertible	3,800,000	7	" "			
Consol. Mort. for \$15,000,000.....								3d Mort. Equipment.....	2,425,000	7	" "				
Convertible 5 per cent. bonds.....	977,550	8* March & Nov.	N.Y. & Lond.	1904	....			Consolidated Mortgage.....	1,200,000	7	" "			
Montclair (N. Y. and O. Mid.):								New York, Providence & Boston:							
1st Mortgage gold, guar.....	1,800,000	7* March & Sept.	New York.		....			Extension Bonds.....	50,900	6 May & Nov.	New York.	'78-'81		
2d Mortgage.....	780,000	7 " "	" "		....			General Mort. for \$1,000,000.....	1,000,000	7 Jan. & July.	" "	1899	118	
Income Mortgage.....	888,400	7 " "	" "		....			1st Mortgage.....	306,000	8 Jan. & July.	New York.	1877		
Montgomery and Erie (Erie):								1st Mortgage.....	157,000	7 " "	" "	1877			
1st Mortgage.....	127,900	7 May & Nov.	New York.	1888	....			2d Mortgage.....	454,000	8 " "	Norfolk.	1893	109	
2d.....	47,000	7 April & Oct.	" "	1887	....			North Carolina:						
Montgomery and Rufaula:								1st Mortgage.....	210,000	8 May & Nov.	Co's Shops, NC.	1888			
1st Mortgage end. by Ala. gold.	1,040,000	8* March & Sept.	New York.	1886	....			North Eastern (S. Car.):	820,000	8 March & Sept.	Charleston.	1899		
1st Mortgage not endorsed.....	330,000	8 June and Dec.	" "	1900	....			1st Mortgage.....	232,500	8 " "	" "	1899		
Montreal and Port Jervis:								North Missouri (St.L., K.C. & N.):							
1st Mortgage gold, tax free.....	500,000	7* J. A. J. & O.	New York.	1890	....			1st Mortgage.....	3,000,000	7 Jan. & July.	New York.	1895	116	
Morris and Essex (D. L. & W.):								North Pennsylvania:							
1st Mortgage sinking fund, guar.	5,000,000	7 May & Nov.	New York.	1914	131			1st Mortgage.....	1,930,500	6 Jan. & July.	Philadelphia.	1885	108		
2d Mortgage guar.....	3,000,000	7 Feb. & Aug.	" "	1891	114			2d Mortgage.....	1,500,000	7 May & Nov.	" "	1896	116		
Convertible bonds.....	354,000	7 Jan. & July.	" "	1900	104			General Mortgage.....	2,035,000	7 Jan. & July.	1903	116			
Construction bonds.....	573,000	7 Feb. and Aug.	" "	1889	102			North Shore (Flush., N.S. & Cent.):							
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7 April & Oct.	" "	1901	111			1st Mortgage.....	135,000	7 Feb. & Aug.	New York.	1887			
Special Mortgage.....	1,025,000	7 " "	" "	1901	....			Northern Central:						
Consol. mort. for \$25,000,000 guar	3,239,000	7 June & Dec.	" "	1915	110			1st Mortgage, Md. State loan...	1,500,000	6 J. A. J. & O.	Annapolis.	Irred.			
Nashville, Chattanooga & St. Louis:								2d Mortgage S. F. Coupon.....	1,490,000	6 Jan. & July.	Baltimore.	1886	107		
1st Mort. endorsed by Tenn.	1,100,000	6 Jan. & July.	New York.	'74-'83	....			3d Mortgage Coupon.....	1,126,000	6 April & Oct.	Phila. & Balt.	1900	109	
2d Mort. (Held by U. S. Gov.)	1,000,000	4 " "	" "	'81-'91	....			Mortgage coupon.....	2,599,000	6* Jan. & July.	Baltimore.	1900	110	
New Mortgage.....	4,700,000	7 " "	" "	1913	114			Mortgage registered.....	205,000	6* April & Oct.	" "	1900			
Nashville and Decatur (Ga. & Nash.):								Consol. Gen. Mort. S. F. Coup.	2,588,000	6* Jan. & July.	Lond. & Balt.	1904	104		
1st Mortgage sinking fund, guar.	1,000,000	7 Jan. & July.	New York.	1900	111			Second General Mort. coupon.....	1,635,000	6* Jan. & July.	" "	1894			
2d Mortgage gold.....	206,000	6* April & Oct.	Nashville.	1887	....			Second General Mort. coupon.....	3,000,000	5 " "	Baltimore.	1925	78	
Nashua and Lowell:								Ohio and Mississippi:	1,000,000	6 " "	" "	1925			
Bonds for freight depot.....	200,000	6* Feb. & Aug.	Boston.	1892	103			1st Mortgage skg fd guar.....	400,000	7 Jan. & July.	Jersey C.	1878			
Newark & New York (C. of N.J.):								1st Mort. on R.R. & lands gold.....	529,400	7* Jan. & July.	New York.	1900	80		
1st Mortgage guar.....	600,000	7 Jan. & July.	New York.	1891	....			1st Mort. assumed by B. and O.	140,000	6 Jan. & July.	Baltimore.	1885	166	
Newark, Somerset & Straitsville:								Northwestern Virginia:							
1st Mortgage gold.....	300,000	7 May & Nov.	New York.	1899	98			3d Mort. assumed by B. and O.	140,000	6 Jan. & July.	Baltimore.	1885	166		
New Haven and Derby:								Northwestern Union (C. & N.W.):							
1st Mortgage.....	525,000	7 Various.	New Haven.	98-'00	....			1st Mortgage.....	3,500,000	7* March & Sept.	New York.	1917		
New H., Middlevt' & Willim.:								1st Mortgage.....	400,000	6 Jan. & July.	Boston.	1877			
1st Mortgage (coup. & reg....)	3,000,000	7 May & Nov.	New York.	1889	....			1st Mort. on R.R. & lands gold.....	529,400	7* Jan. & July.	New York.	1900	80	
2d Mortgage.....	2,000,000	7 " "	" "	1881	....			1st Mort. assumed by B. and O.	140,000	6 Jan. & July.	Baltimore.	1885	166	
New Haven and Northampton:								Northwestern Virginia:							
1st Mortgage.....	1,000,000	7 Jan. & July.	N. Y. & N. II.	1899	....			3d Mort. assumed by B. and O.	140,000	6 Jan. & July.	Baltimore.	1885	166	
Convertible bonds, tax free.....	750,000	6 April & Oct.	" "	'80-'82	....			Second General Mort. coupon.....	200,000	8 " "	" "	1894		
Holyoke and Westfield bonds.....	200,000	7 " "	" "	1891	....			1st Mort. (Springfield Division):	392,000	8 March & Sept.	" "	1890	104	
New Jersey Midland (N.Y. & O.M.):								Old Colony:							
1st Mortgage gold, guar.....	8,000,000	7* Feb. & Aug.	New York.	1895	....			Plain Bonds.....	150,000	7 Jan. & July.	New York.			

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
OH Creek (Pittsb., T. & Buffalo):	\$						Philadelphia, Wilmington & Balt.	\$					
1st Mortgage.....	580,000	7	April & Oct.	Philadelphia	1896	90	Mortgage Loan, convertible.....	282,000	6	Jan. & July.	Phila. & Balt.	1884	140
Omaha and Northwestern:							Loan of 1867.....	1,000,000	6	April & Oct.	"	1887	108
1st Mort. Land Grant, Gold.....	16,000pm	7*	Jan. & July.	New York	1901	---	Loan of 1872.....	700,000	6	"	"	1882	108
Omaha and Republican Valley:							Loan of 1875.....	800,000	6	"	"	1900	110
1st Mortgage.....			6 F. M. A. & N.		1895	---	Pickering Valley (Phila. & Rdg):						
Omaha and Southwestern:							1st Mortgage, guaranteed.....	381,000	7	April & Oct.	Philadelphia	1900	85
1st Mortgage \$10,000 p. m.....	1,034,000	8	June & Dec.	Boston	1896	119	Pittsburg, Cinc. & St. Louis (Pa.):						
Oregon and California:							1st Mort. (Col. & Newark Div.).....	775,000	7	Jan. & July.	Philadelphia	1890	100
1st Mortgage gold.....	10,980,000	7*	April & Oct.	New York	---		1st Mort. (Steub. & Ind.) 100%.....	3,000,000	6	Monthly.	New York	1884	104
Ozark Valley & Southern Kansas:							Consol. Mortgage for \$10,000,000.....	6,222,000	7	Feb. & Aug.	Philadelphia	1890	115
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York	1888	---	Consolidated 2d Mortgage.....	2,500,000	7	April & Oct.	"	1913	---
Oshkosh & Miss. (C. M. & S. P.):							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage.....	240,000	8	Jan. & July.	New York	1891	---	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York	1912	130
Oswego and Rome (B. W. & O.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	---
1st Mortgage.....	500,000	7	May & Nov.	New York	1916	---	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	---
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	---	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	---
Owego and Syracuse (D. L. & W.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	---
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York	1885	---	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	---
Otawa, Oneida & Fox River:							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	120
1st Mortgage guar. by U. B. & Q.	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	118	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	---
Owensboro' and Russellville:							2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	---
1st Mortgage for \$1,500,000.....	1,800,000	8	Feb. & Aug.	New York	1892	---	2d Mortgage (Series K).....	860,000	7	April & Oct.	"	1912	---
Pacific of Missouri:							2d Mortgage (Series L).....	860,000	7	May & Nov.	"	1912	---
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug.	New York	1888	104	2d Mortgage (Series M).....	860,000	7	June & Dec.	"	1912	---
2d Mortgage sinking fund.....	2,650,000	7	Jan. & July.	"	1891	109	Construction bonds of Jan. 1, '70.....	2,000,000	7	April & Oct.	"	1912	120
3d Mortgage.....	4,000,000	7	May & Nov.	"	"		Equipment bonds.....	1,000,000	8	March & Sept.	"	1894	---
St. Louis County Debt.....	700,000	7	Monthly.	St. Louis	1886	---	Pittsburg, Va. and Charleston:						
Real Estate Bonds.....	800,000	8	May & Nov.	New York	1892	---	1st Mortgage.....	700,000	7	April & Oct.	New York	1902	---
1st Mort. (Carondelet Branch).....	500,000	6*	April & Oct.	"	1896	70	Pittsburg, Washngtn & Baltimore:						
Peduech and Memphis:							1st Mort. (Pittab. & Conn'sville).....	4,000,000	7	Jan. & July.	Baltimore	1898	118
1st Mortgage gold for \$2,805,000.....	1,541,000	7*	Feb. & Aug.	New York	1902	---	2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	"	1902	---
Panama:							1st Mort. (Turtle Cr. Div. 104 m.).....	400,000	6	Feb. & Aug.	Pittsburg	1889	---
General Mortgage, stg £797,800.	3,877,308	7*	April & Oct.	London	1897	---	Real Estate Mortgage.....	100,000	6	-----	Baltimore	1883	---
Paris and Decatur:							Plymouth, Kankakee & Pacific:						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	---	1st Mortgage for \$3,600,000.....	20,000 pm	7	Jan. & July.	New York	1901	---
Paternion and Newark (Erie):							Port Huron and Lake Michigan:						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York	1878	---	1st Mortgage gold, for \$1,800,000.....	1,800,000	7*	May & Nov.	New York	1892	---
Pekin, Lima & Decatur (T.W. & W.):							Port Huron & Lake Michigan:						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York	1900	60	1st Mort. (Conn'sville).....	800,000	6	Jan. & July.	Boston	1900	---
Pemberton & Heights (U.C. of NJ):							1st Mort. (Maine Section) gold.....	149,000	6	May & Nov.	"	1901	15
1st Mortgage guaranteed.....	180,000	7	Jan. & July.	Philadelphia	1889	105	Consol. Mort. gold, for \$3,600,000.....	1,200,000	6*	May & Nov.	N.Y. & Bost.	1891	110
Peninsular (Mich.) Railway:							1st Mortgage of 1863.....	250,000	6	Jan. & July.	Portland	1883	---
1st Mortgage gold (S. F.), 1st series.....	1,900,000	7*	May & Nov.	N.Y. or Lond.	1899	---	1st Mort. (Portland Loan) akg fd.....	700,000	6	Jan. & July.	Boston	1887	---
1st Mortgage gold (S. F.), 2d series.....	2,000,000	7*	"	"	1900	---	1st Mortgage (equal lien).....	100,000	7	April & Oct.	"	1887	---
2d Mortgage.....	540,000	7	Feb. and Aug.	New York	1881	---	2d Mort. (Portland Loan).....	896,500	6	Mar. & Sept.	"	1891	---
Pennsylvania:							Port Royal (S. C.):						
1st Mort. (Harrisburg to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia	1880	102	1st Mortgage gold, skg fd.....	2,000,000	7*	May & Nov.	N.Y. & Lond.	1889	---
General Mortgage.....	19,998,700	3	J. A. J. & O.	Philadelphia	1910	112	1st Mort. gold, skg fd.....	500,000	7*	"	"	1890	---
General Mortgage, registered.....		6	"	"	1910	116	1st Mort. gold, guar. by G. R. R.						
Consolidated Mortgage.....	29,145,000	6*	Jan. & July.	London	1905	113	Portsmouth, Gt. Falls & Conway:						
State lien for \$7,500,000, skg fd	4,257,323	5	April & Oct.	Philadelphia	177-90	---	1st Mort. guar. by Eastern R.R.	514,000	7	June and Dec.	Boston	1888	75
Pennsylvania Coal:							Poughkeepsie and Eastern:						
1st Mortgage.....	487,500	7	Feb. and Aug.	New York	1881	---	1st Mort. gold, conv. & tax free.....	644,500	7*	Jan. & July.	New York	1910	---
Pennsylvania and Delaware:							2d Mortgage.....	75,000	7	"	"	---	---
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia	1903	---	Providence and Worcester:						
2d Mortgage.....	519,000	7	April & Oct.	"	1903	---	1st Mortgage.....	500,000	6	Jan. & July.	Providence	1880	102
Pennsylvania & New York (L.V.):							Stoughton Branch bonds.....	500,000	6	"	"	---	---
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia	1896	124	Quincy, Alton and St. Louis:						
1st Mortgage guaranteed.....	1,500,000	7	"	"	1896	---	1st Mortgage gold.....	1,000,000	7*	May & Nov.	Philadelphia	1882	---
Peoria & Bureau (C.R.L. & P.):							Quincy and Palmyra:						
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York	1877	---	1st Mort. assumed by H. & St. Jo.	600,000	8	Feb. & Aug.	New York	1892	---
Pearl City (C. B. & Q.):							Quincy and Toledo (L. W. & W.):	500,000	7	May & Nov.	New York	1890	100
1st Mortgage, traffic guarantee.....	277,000	8	Jan. & July.	Boston	1878	101	1st Mortgage, guaranteed.....	720,000	8	Jan. & July.	Boston	1880	115
Pearl City (Jacksonville):							Henderson and Columbia (P. & R.):						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York	1894	---	1st Mort. Coupon, guaranteed.....	650,000	7	March & Sept.	New York	1882	95
2d Mort. conv. and tax free.....	1,000,000	7	April & Oct.	"	1900	---	2d Mort. Coupon, guaranteed.....	350,000	7	June & Dec.	Columbia	1884	---
Pooria and Rock Island:							Henselaeer and Saratoga:						
1st Mort. gold, conv. & tax free.....	1,500,000	7*	Feb. & Aug.	N. Y. & Lond.	1900	---	2d Mortgage.....	300,000	7	Jan. & July.	Troy	1880	---
2d Mortgage.....	150,000	10	Jan. & July.	New York	1900	---	3d Mortgage.....	150,000	7	"	"	1887	---
Perkiomen (Phila. and Rdg.):							1st Mort. (Saratoga & Whitehall).....	400,000	7	March & Sept.	New York	1888	---
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia	1897	90	1st Mort. (Troy, Salem & Rutl.).....	500,000	7	May and Nov.	"	1880	---
Petersburg:							1st Mort. (Glenn's Falls).....	125,000	7	Jan. & July.	"	1884	---
1st Mortgage (Instalments).....	341,500	8	Jan. & July.	New York	1898	84	1st Mort. Gen'l Mort. for \$6,000,000.....	1,783,500	7	May and Nov.	"	1921	128
2d Mortgage.....	500,000	8	"	"	66		1st Mort. for \$6,000,000.....	1,092,000	6*	-----	"	---	---
Philadelphia and Atl. City:							Richmond and Danville:						
Mortgage for \$600,000.....	350,000	7	Jan. & July.	Philadelphia	1897	---	Virginia State Loan, skg fund.....	600,000	6	Jan. & July.	Richmond	1880	---
Philadelphia and Baltimore Cent.:							Virginia State guar. bonds.....	157,300	6	"	"	1876	---
1st Mortgage (Penn. Div. 34 m.):	800,000	7	Jan. & July.	Philadelphia	1879	---	1st Mort. (Piedmont Branch).....	500,000	8	"	"	1888	---
1st Mortgage (Md. Div. 94 m.):	300,000	6	"	"	1891	---	1st Mort. (Northwestern, N. C.).....	500,000	6	April & Oct.	N. Y. or Rich.	---	---
2d Mortgage (Fa. & Md. 46 m.):	400,000	7	"	"	1900	---	Consolidated Mortgage.....	1,766,000	6	May and Nov.	New York	'75-'80	104
Philadelphia and Erie (Penn.):							Rich, Frederickburg & Potowmac:						
1st Mort. (Sunbury & Erie 40m):	1,000,000	7	Apr. and Oct.	Philadelphia	1897	---	Sterling Loan.....	67,777	6*	Jan. & July.	London	1875	---
1st Mortgage.....	5,000,000	6	"	"	1890	104	Dollar Loan.....	175,428	7	"	"	1876	---
2d Mortgage.....	3,000,000	7	Jan. & July.	Philadelphia	1888	116	Dollar Loan, Coupon.....	450,000	8	"	"	1881	---
General Mort. for \$20,000,000....	7,652,000	6*	"	"	1880	---	Dollar Loan.....	124,480	6	various.	"	1876	---
Philadelphia and Reading:							Richmond and Petersburg:						
Loan of 1868, debenture.....	1,185,300	6	Jan. & July.	Philadelphia	1893	---	1st Mortgage (Coupon).....	175,000	8	Apr. and Oct.	Richmond	'80-'86	---
Mort. Loans of 1843-44-45 & 49.	1,510,500	6	"	"	1890	104	New mortgage of 1875.....	31,000	7	May & Nov.	"	1916	---
Mortgage Loan of 1868.....</													

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where	Due.				When.	Where	Due.	
Saginaw Valley and St. Louis:	\$						South Carolina:	\$				
1st Mortgage.....	346,000	8	May & Nov.	Saginaw.	1892	110	1st Mortgage Sterling.....	1,482,067	5*	Jan. & July.	London.	'82-'88....
Int Croix and Penobscot:							1st Mortgage (L.) currency.....	1,051,500	7	" "	New York.	'78-'88....
1st Mort. (Cal. & Baring).....	95,200	8	Jan. & July.	Calaia, Me.	1879	....	2d Mort. for \$3,000,000.....	1,208,500	7	April & Oct.	"	1902....
2d Mort. (" ").....	17,500	6	"	"	1879	....	Domestic (I.) Bonds.....	1,084,500	7	April & Oct.	Charleston.	1891....
Calaia Loan (Lewey's Island).....	115,000	6	June & Dec.	"	1876	....	Domestic (K.) Bonds.....	68,500	6	Jan & July.	"	'80-'92....
Joseph & Denver City:							South Georgia and Florida:					
1st Mort. (E. D.) gold tax free.....	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	1st Mort. assumed by Atl. & Gulf.....	464,000	7	May & Nov.	New York.	1888....
1st M. (W.D.) land grant, 2d tax fr	5,500,000	8*	"	"	1900	....	2d Mort.	209,000	7	" "	"	1889....
St. Joseph and St. Louis:							South Mountain Iron (Cumb. Val) :	200,000	6	June & Dec.	Philadelphia.	1888....
St. Louis, Alton and Terre Haute:	1,000,000	6	May & Nov.	New York	1893	....	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884....
1st Mortgage skg f'd. (Series A).....	1,100,000	7	Jan. & July.	New York.	1804	112	South and North Alabama:					
1st Mortgage skg f'd. (Series B).....	1,100,000	7	April & Oct.	"	1804	112	1st Mort. endor. by Ala. gold.....	391,000	8*	Jan. & July.	New York.	1890....
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	"	1894	106	Sterling Mort. guar. by L. & N.	21,058,000	6*	May & Nov.	London.	....
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894	94	South Pacific (St. Louis & San F.) :	7,194,500	6*	Jan. & July.	New York.	1888 103
2d Mortgage Income (Series E).....	1,700,000	7	"	"	1884	....	South Shore (Mass.):					
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81 100
St. Louis Iron Mt. and Southern:							South Side, Va. (A., M. and O.):					
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	118	1st preferred bonds.....	876,000	8	Jan. & July.	New York.	'84-'90 110
2d Mort. (" ").....	6,000,000	7	May & Nov.	"	1897	102	2d preferred bonds.....	621,000	6	" "	"	'84-'90 100
1st Mort. L.G. (Arkansas Br'').....	2,500,000	7	June & Dec.	"	1897	104	3d preferred bonds.....	462,800	6	" "	"	'84-'90 94
1st Mort. (Cairo, Ark. & Tex.).....	1,500,000	7	"	"	1897	100	Southern Central (N. Y.):					
Consolidated Mortgage.....	1,500,000	7	.....	.....	1899	....	1st Mortgage, skg fund conv.....	1,600,000	7	Feb. & Aug.	New York.	1890....
St. Louis, Jacksonville & Chicago:							2d Mortgage.....	600,000	7*	March & Sept.	"	1882 103
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900....
St. Louis, Kansas City & Northn:	548,000	7	Jan. & July.	"	1898	....	Southern Iowa and Cedar Rapids:					
1st Mortgage (North Missouri).....	6,000,000	7	Jan. & July.	New York.	1895	114	1st Mortgage, sink. fund.....	1,208,000	7	March & Sept.	New York.	1887 80
Real estate & 2d M. for \$3,000,000	2,993,000	7	March & Sept.	"	1895	107	2d Mort. Sink. Fund.....	1,500,000	7	May & Nov.	"	1900 17
St. Louis, Lawrence and Denver:							1st Mortgage (land grant tax free).....	8,340,000	8	Apl. & Oct.	New York.	'78-'88....
1st Mort. guar. by Atl. and Pac.:	1,020,000	6*	Jan. & July	New York.	1901	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890....
St. Louis and South Eastern:							1st Mortgage gold for \$28,000,000.....	11,000,000	6*	April & Oct.	New York.	.... 97
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	Southern Pennsylvania:					
1st M. (Evans, D.) gold skg f'd, con	1,000,000	7	"	"	1896	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900....
1st Mort. (Evans, Hen. & Nash.)	1,000,000	7	Jan. & July.	"	1897	....	2d Mortgage gold.....	88,000	7*	" "	"	1880....
Consel. Mort. skg Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	Plain Bonds, various conv.....	291,000	7	various.	Macon.	'72-'86....
St. Louis, Van. & T. H. (T.H. & L.):							1st Mortgage (Muscogee) conv.....	300,000	7	" "	"	'72-'76....
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	Spartanburg and Union:					
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	98	1st Mortgage, end. by S. Car.	350,000	7	Jan. & July.	Charleston.	1879....
3d Mortgage (B.) convertible.....	1,000,000	7	"	"	1898	....	1st Mortgage not endorsed.....	108,370	7	" "	"	1879....
St. Louis and San Francisco:							Springfield, Athol & Northeastern:					
2d Mortgage A for \$500,000.....	318,840	6*	May & Nov.	New York.	1906	96	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'88-'91....
2d Mort. B. & C for \$200,000.....	4,956,142	2*	"	"	1906	72	2d Mortgage.....	3,400,000	7*	Feb. & Aug.	New York.	1899....
St. Paul and Pacific 1st Division:							Springfield & Illinois S. Eastern:	446,000	7*	April & Oct.	"	1900....
1st Mort. (St. P. to St. Ant.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage gold, tax free.....	500,000	7*	Feb. & Aug.	New York.	1901....
1st M. (St. Paul to Watab) 30m.	366,000	7	Jan. & July.	"	1892	....	2d Mortgage gold, tax free.....	200,000	6*	" "	"	1891....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....	Springfield and Northwestern:					
3d M. (M. (Altn.) R.R. & Lands)	3,000,000	7	May & Nov.	London.	....		1st Mortgage gold, skg fund.....	1,208,000	7	Jan. & July.	Charleston.	1879....
2d M. (do.) R.R. & Lands	8,500,000	7	"	"	....		1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886 55
General Mortgage for \$15,000,000	7	.....	.....	.....	....		2d Mortgage.....	500,000	7	Jan. & July.	"	1887 22
St. Paul, Stillwater & Taylor's F.:							Staten Island:					
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886 55
Salem (West Jersey):							Stanstead, Shefford and Chamby:					
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	100	1st Mort. Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887 22
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	80	2d Mortgage.....	250,000	6	Feb. & Aug.	Boston.	1881....
Sand, Mansfield & Newark (B&O):							Sullivan and Erie:					
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	91	1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886....
Barataria & Whitehall (R. & S.):							Summit Branch:					
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	1st Mortgage.....	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904 96
Savannah, Albany & Gulf (A & G):							1st Mortgage and Lewiston:					
Sectional Mort.:							1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890....
Savannah and Charleston:							Income Mort. gold.....	200,000	6*	" "	"	1891....
1st Mortgage (Sav. & Char.	500,000	7	Jan. & July.	New York.	1889	....	Syracuse, Bing. & N. Y. (D.L. & W.):	1,000,000	7	.....	New York.	....
State guaranteed (C. & S.) bonds:	508,000	6	March & Sept.	Charleston.	1877	....	1st Consol. Mortgage.....	1,750,000	7	April & Oct.	New York.	1906....
Funded Interest bonds, guar.....	111,300	7	"	New York.	1889	....	2d Mortgage (now 1st).....	270,000	7	June & Dec.	"	1887 116
Savannah, Griffin & North Aln.:							1st Mort. gold, for \$600,000.....	500,000	7*	Feb. and Aug.	New York.	1891....
1st Mort. for \$500,000 guar.....	152,000	7	Jan. & July.	Macon.	1891	....	Tebo and Neosho (M. K. & T.):	1,163,000	7*	June & Dec.	New York.	1903....
Savannah and Memphis:							1st Mortgage gold, skg fund.....	800,000	7	April & Oct.	New York.	1879....
1st Mort. gold, endor. by State. Schenectady & Susq. (D. & H. Can.):	16,000pm	8*	May and Nov.	New York.	1890	....	2d Mortgage.....	516,000	7	" "	"	1894....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Texas and Pacific:					
Schoolcraft & Three R. (L.S. & M.):							1st Mortgage, 8,000 per mile.....	3,552,000	6*	Mar. & Sept.	N.Y.-Ph. Lon.	1906 19
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Consolidated Mortgage.....	7,548,000	6*	June & Dec.	"	1906 98
Seaboard and Roanoke:							Income and Land Grant.....	7,700,225	7	July.	N. Y. & Phil.	1915 65
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Toledo, Can. Southern & Detroit:					
Salina and Gulf:							1st Mortgage.....	1,500,000	7*	Jan. and July.	"	1906 50
1st Mort. (guar. by Ala.	1,388,000	8	April & Oct.	New York.	1890	....	Toledo, Peoria and Warsaw:					
Seims, Marion and Memphis:							1st Mortgage (Eastern Div.).....	1,600,000	7	June & Dec.	New York.	1894....
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....	1st Mortgage (Western Div.).....	1,800,000	7	Feb. and Aug.	"	1892 120
Seims, Rome and Dalton:							2d Mort. conv. (").....	1,300,000	7	April & Oct.	"	1892....
1st Mortgage, tax free.....	2,000,000	7	April & Oct.	New York.	1887	....	Equipment Mort. sinking fund.....	94,000	8	Jan. & July.	"	1879....
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1881	....	Consol. Mort. for \$6,200,000.....	1,500,000	7	May & Nov.	"	1910....
Equipment Mortgage.....	230,000	10	.....	.....	....		1st Mortgage (Bur. Branch).....	250,000	7	June & Dec.	"	1901....
Shamokin Valley & Pottsville (N.C.):							Toledo, Wabash and Western:					
1st Mortgage and Fond du Lac:							1st Mort. (Toledo and Illinois).....	900,000	7	Feb. and Aug.	New York.	1890 109
1st Mortgage.....	720,000	7	June & Dec.	New York.	1884	....	1st Mort. (L.Erie, Wab. & St. L.).....	2,500,000	7	" "	"	1893 168
1st Mortgage extension.....	694,000	8	April & Oct.	"	1896	....	1st Mort. (Quincy and Toledo).....	500,000	7	May & Nov.	"	1894 108
Seneca and Allegheny:							1st Mort. (Ills. & South' Iowa).....	310,000	7	Feb. and Aug.	"	1892 100
1st Mort. for \$1,000,000.....	795,000	7	April & Oct.	New York.	1889	....	1st Mort. (Iowa & Great St. L.).....	2,760,000	7	Feb. and Aug.	"	1893 106
Chesapeake Valley (O.L.):							1st Mort. (Desatr. & East St. L.).....	1,500,000	7	May & Nov.	"	1891 109
1st Mort.	400,000	7	April & Oct.	New York.	1891	....	2d Mort. (Toledo and Wabash).....	1,60,000	7	May & Nov.	"	1892 104
2d Mort.	200,000	7	Jan. & July.	"	1902	....	2d Mort. (Wabash & Western).....	2,500,000	7	" "	"	1893 168
Shore Line (N. Y., N. H. & H. & H.):							2d Mort. (Gt. West. Rwy of '99).....	600,000	7	" "	"	1893 424
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....					

AMERICAN RAILROAD BOND LIST.

The Letter (s) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.				
			When.	Where.	Due.				When.	Where.	Due.		
Troy & Bennington (T. & B.): 1st Mortgage skg fund, guar....	\$ 59,700	7	Jan & July.	Troy.	1878	---	Western Maryland: 1st Mortgage, unendorsed....	400,000	6	Jan. and July.	Baltimore.	1890	100
Troy and Boston. 1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	---	1st Mort. endor. by Balt....	200,000	6	"	"	1890	114
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	---	2d Mort. " "	300,000	6	"	"	1890	108
3d Mortgage.....	650,000	7	May and Nov.	" "	1878	---	3d Mort. endor. by Wash. Co.	300,000	6	"	"	1890	108
Convertible Bonds.....	648,000	7	" "	" "	1882	---	3d Mortgage preferred....	600,000	6	"	"	1895	100
Troy, Salem & Rutland (R. & S.): 1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	---	3d Mortgage endor. by Balt....	875,000	6	"	"	1900	114
Troy Union (and Depot): 1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	---	4th Mortgage.....	1,000,000	6	"	"	1900	---
Tuckerton: 1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	---	Western Pacific (Cen. Pac.): 1st Mort. assumed.....	2,725,000	6	Jan. and July.	New York.	1899	100
Union Pacific: 1st Mortgage gold, tax free....	27,231,000	66	Jan. & July.	N. Y. & Bost.	'98-'99	112	Western Pennsylvania (Penn.): 1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	103
1st Mort. Land Grant.....	6,299,000	7	Apr. and Oct.	" "	1887	110	1st Mortgage (Pittsb. Branch): General Mortgage.....	1,000,000	6	Jan. and July.	"	1896	103
2d Mortgage (Gov. subsidy)....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	114	Western Union (Chi., M. & St. P.): 1st Mortgage for \$5,000,000....	1,200,000	7	-----	"	-----	---
3d Mortgage Sinking Fund....	13,861,000	8	March & Sept.	New York.	1894	114	West Jersey: Debenture bonds guar. by C. & A.	3,500,000	7	Jan. and July.	New York.	1890	---
Omaha Bridge Bonds Sterling....	2,225,000	86	Apr. and Oct.	London.	1896	---	1st Mort. land gr. gold skg fund....	400,000	6	March & Sept.	Camden.	1883	---
Union Pacific (Central Div.): 1st Mortgage gold, tax free....	1,600,000	66	May and Nov.	New York.	1895	---	1st Mort. " "	1,000,000	6	Jan. and July.	Philadelphia.	1896	113
2d Mortgage (Gov. subsidy)....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	60	1st Mortgage (Salem) guar....	100,000	6	June & Dec.	Camden.	---	---
Union Pacific, S. Br. (M.K. & T.): 1st Mortgage gold, skg fund....	3,220,000	66	Jan. & July.	New York.	1899	---	2d Mort. (Clap. May & Millville): Consolidated Mortgage.....	500,000	7	Apr. and Oct.	"	1899	117
Union Pacific & Titusville (F. T. & Buff): 1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	90	West Wisconsin: 1st Mort. land gr. gold skg fund....	3,900,000	76	Jan. and July.	N. Y. or Lond.	1887	---
United N. J. R. R. & Canal Cos.: Loan of 1901 (United Companys')....	3,000,000	6	March & Sept.	Philadelphia.	1901	106	1st Mort. (Southern Extension): 1st Mortgage.....	640,000	76	"	"	1902	---
Sterling Loan £360,000 (U. Co.'s)	1,344,000	59	" "	London.	1894	---	White Water Valley: Wlio Mico and Poconome:	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Sterling Loan £360,000 ("")	1,800,000	66	" "	"	1894	---	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1898	---
Loan of 1894 Sk. Fund ("")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	---	Williamston and Tarboro': 1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	---
Loan of 1888 (United Compa's) Bond to State of N. Jer. (U. Co.'s)	154,000	6	Feb. and Aug.	"	1898	96	Wilmington, Colum. & Augusta: 1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	15
Sterl'g S. F. £262,000 (C. & Am.)	500,000	7	(Due 90 days after demand.)	London.	1890	---	Wilmington and Reading: 1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	45
Loan of 1889/ " "	1,310,000	66	Feb. and Aug.	Philadelphia.	1893	104	2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	1902	16	
Mortg. Loan ("")	866,000	6	June & Dec.	Philadelphia.	1892	105	Wilmington and Weldon: Sterling Bonds.....	648,700	66	Jan. and July.	London.	1891	---
5,000,000	6	May and Nov.	Philadelphia.	1899	112	Sinking Fund gold, Bonds.....	221,400	76	May and Nov.	1896	---		
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	---	Wilmington and Western (Del.): 1st Mortgage.....	749,000	76	Jan. and July.	New York.	1896	104
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due).	-----	Winona & St. Peter (C. & N. W.): 1st Mortgage \$20,000 p. m....	500,000	73	J. A. J. & O. Phil. & Wilm.	1892	---		
Utah Central: 1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City.	1890	---	2d Mortgage \$12,000 p. m....	2,750,000	7	Jan. and July.	New York.	1887	108
Utah Southern:	600,000	7	Jan. & July.	Salt Lake City.	1891	---	Extension mortgage bonds....	1,660,000	7	May and Nov.	"	1907	110
Utica and Black River: 1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	---	Wisconsin Central: 1st Mort. 2d series, July 1, 1869 reg. { 3d series, Jan 1, 1871	4,213,000	76	June & Dec.	1916	---	
Bonds of 1871 (2d issue)....	575,000	7	" "	" "	1878	---	1st Mort. 2d series, July 1, 1869 reg. { 3d series, Jan 1, 1871	3,500,000	7	Jan. and July.	New York.	1884	104
Utica, Ithaca and Elmira: 1st Mortgage, Sterling.....	1,500,000	73	Jan. & July.	London.	1902	---	Coupon bonds of 1874.....	5,000,000	7	Apr. and Oct.	Baltimore.	1891	---
Vermont Cent.—See Central Vt.						Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	---	
Vermont and Massachusetts: 1st Mortgage sinking fund....	550,000	6	Jan. and July.	Boston.	1883	110	Plain Bonds.....	185,300	6	Various.	"	1881-87	77
Convertible bonds, tax free....	200,000	7	" "	"	1879	114	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1898	---
Convertible bonds.....	150,000	7	" "	"	1885	167	Plain Bonds.....	400,000	7	Feb. and Aug.	"	1896	90
Vicksburg and Meridian: 1st series (red)....	717,500	7	Jan. and July.	Philadelphia.	1890	---	CANAL BONDS.						
General 2d series (blue)....	850,000	7	" "	"	1890	---	Chesapeake and Delaware: 1st Mortgage sinking fund....	1,908,750	6	Jan. and July.	Philadelphia.	1886	81
Mortgage 3d series (black)....	138,000	7	" "	"	1890	---	Chesapeake and Ohio: Sterling Loan guaranteed....	4,375,000	59	J. A. J. & O.	London.	1890	---
4th series (not end)....	1,141,700	7	Apr. and Oct.	"	1890	---	Preferred Bonds (next lien)....	1,699,500	6	Jan. and July.	Baltimore.	1895	88
Special Loan 1871.....	213,000	8	Jan. and July.	"	1890	---	Delaware Division (L.C. & N.): 1st Mortgage, guaranteed....	800,000	6	Jan. & July.	Philadelphia.	1895	90
Vineyard: 1st Mortgage tax free....	750,000	7	Apr. and Oct.	New York.	1890	---	Delaware and Hudson: 1st Mort. 2d series, July 1, 1869 reg. { 3d series, Jan 1, 1871	3,500,000	7	Jan. and July.	New York.	1884	104
Virginia & Tennessee (A.M. & O.): 1st Mortgage....	5,000	6	Jan. and July.	N.Y. & Lynch.	1873	---	Coupon bonds of 1874.....	5,000,000	7	Apr. and Oct.	1891	109	
2d Mortgage.....	990,000	6	" "	"	1884	102	Registered bonds of 1874.....	3,000,000	7	"	1894	113	
5th Mortgage.....	969,000	8	March & Sept.	" "	1900	117	Lehigh Coal and Navigation: Loan of 1877, Debentures....	762,779	6	June & Dec.	Philadelphia.	1877	---
Registered Certificates.....	54,191	8	Jan. and July.	" "	1875	---	Convertible Debentures....	41,560	6	"	1882	90	
Funded Interest.....	226,900	8	" "	"	1875	---	Convertible Loan, gold....	771,000	6	March & Sept.	1894	103	
Walkill Valley (Erie): 1st Mortgage gold, tax free....	810,500	76	Apr. and Oct.	New York.	1901	---	1st Mortgage, registered....	3,881,963	6	J. A. J. & O.	1884	109	
Warren (D. L. & W.): 1st Mortgage, guaranteed....	511,400	7	Feb. and Aug.	New York.	1875	---	2,000,000	6	F. M. A. & N.	1897	110		
Warren & Franklin (F. T. & B.): 1st Mortgage, assumed....	750,000	7	May and Nov.	"	1890	109	Mortgage (equip.) Loan, gold....	4,655,500	6	June & Dec.	1897	106	
Warwick Valley (Erie): 1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	---	Consolidated Mortgage....	1,115,000	7	"	1911	103	
Waasatch and Jordan Valley: 1st Mortgage.....	150,000	96	May and Nov.	New York.	1883	---	Greenwood Mortgage Loan....	717,000	7	Feb. and Aug.	1892	90	
Washington City, Va. Mid. & Gt. So.: 1st Mort. (O. Alex. & Manassas)....	1,850,000	7	Jan. and July.	Baltimore.	1882	84	Greenwood Mortgage Loan....	140,000	6	Apr. and Oct.	1877	---	
2d Mort. ("")	350,000	7	" "	"	1891	---	Monongahela Navigation: 1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	---
1st Mort. (Orange & Alexandria)....	400,000	6	May and Nov.	"	1878	---	Morris (and Banking): 1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	---
2d Mort. ("")	1,200,000	6	Jan. and July.	"	1875	110	Boat Loan, sinking fund....	296,966	6	Apr. and Oct.	"	1899	---
3d Mort. ("")	600,000	8	May and Nov.	"	1878	90	Preferred Stock Dividend Scrip....	108,164	7	Jan. and July.	"	1887	---
4th Mort. ("")	700,000	8	March & Sept.	"	1880	48	Pennsylvania: 1st Mortgage skg fund guar....	2,805,000	6	Jan. and July.	Philadelphia.	1910	90
Funded Coupons (do.)	722,664	-----	-----	"	1886	---	1st Mortgage (Wy. Val. Can.):	600,000	6	"	1878	---	
1st Mort. (Lynch'b & Danville):	691,930	-----	Apr. and Oct.	"	1896	---	1st Mortgage.....	1,714,380	6	March & Sept.	Philadelphia.	1872-97	102
Virginia State Loan.....	110,932	-----	Jan. and July.	"	1896	---	2d Mortgage.....	3,900,392	6	Jan. and July.	"	1872-97	70
Washington and Ohio: 1st Mort. (Alex. & Lou. 3 A.m.)....	47,000	59	May and Nov.	New York.	1898	---	Improvement bonds....	260,000	6	May and Nov.	1220	---	
1st Mortgage for \$2,34,033....	256,600	76	Apr. and Oct.	"	1901	35	Boat and Car Loan....	786,000	6	"	1913	70	
Westchester and P. Hudson & A.:						---	Boat and Car Loan....	621,000	7	"	1915	51	
General Mortgage, tax free....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	118	Coupon Bonds....	1,200,000	6	Jan. and July.	1899	---	
Western North Carolina: 1st Mortgage.....	855,000	8	Jan. and July.	"	1890	---	Union: 1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia.	1883	---
Western of Alabama: 1st Mortgage (Western R. R.)....	600,000	8	Apr. and Oct.	New York.	1888	---	2d Mortgage (Maryland Loan)....	1,000,000	6	Jan. and July.	Phila. & Balt.	1886	---
1st Mortgage (M. & W. Point R. R.)....	750,000	8	" "	"	1891	---	3d Mortgage (Susqueh. Canal)....	1,311,000	6	"	1895	100	
2d Mortgage (consols guar.)....	1,185,000	8	" "	"	1900	---	Pref. Int. Bds. (")	324,810	6	"	1894	---	
Income Mortg. go... Western Union Telegraph:	602,900	8	Various.	"	Var.	---	Union:						
1st Mortgage....	.....	7	May and Nov.	New York.	1875	---	1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia.	1883	---
Real Estate Bonds, Sink. Fund.	1,373,000	76	" "	"	1902	---	2d Mortgage (West Branch & Susque. (Penn.):	480,000	6	Jan. and July.	Philadelphia.	1878	---
Bonds (S. F.) Conv. till May '88	8,920,000	7	"	"	1900	116	1st Mortgage.....	266,000	6	May and Nov.	Philadelphia.	1883	---
Sterling Bonds, Sinking Fund..	981,234	66	March & Sept.	London	1900	---	2d Mortgage.....	266,000	6	May and Nov.	Philadelphia.	1883	---

RAILROAD SHARE LIST, Including Mileage, Rolling Stock, Debts; Income, Dividends, &c., &c.

that the cost thereof is included, in that *Woodcock*, *Ridout*, *St. John*, *Sainte-Justine*, and *Grant*. Railroads are planned in *Montreal*.

A List of General Balance Sheet.															
Market.		Par.		Dividends.		Net		Gross.		Freight.		Tons.		Jpc. & p.c.	
Years ending		M.		M.		M.		M.		M.		Number.		229,136	
Loc.		M.		M.		M.		M.		M.		Number.		41,230	
Property and Assets.															
Railroad Operated.		M.		M.		M.		M.		M.		Number.		90,918	
Trains Moved.		M.		M.		M.		M.		M.		Number.		229,136	
Railroads.		M.		M.		M.		M.		M.		Number.		41,230	
Liabilities.															
Accounts and Cash.		M.		M.		M.		M.		M.		Number.		90,918	
Assets.		M.		M.		M.		M.		M.		Number.		229,136	
Rolling Stock.		M.		M.		M.		M.		M.		Number.		41,230	
Railroad.		M.		M.		M.		M.		M.		Number.		90,918	
Companies.															
Freight.		M.		M.		M.		M.		M.		Number.		90,918	
B. M. F.		M.		M.		M.		M.		M.		Number.		90,918	
Pass.		M.		M.		M.		M.		M.		Number.		90,918	
Engines.		M.		M.		M.		M.		M.		Number.		90,918	
Railroad in progress.															
2d Track and Sidinga.		M.		M.		M.		M.		M.		Number.		90,918	
Branch Line.		M.		M.		M.		M.		M.		Number.		90,918	
Main Line.		M.		M.		M.		M.		M.		Number.		90,918	
Years ending.															
Loc. 31, 1878		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1879		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1880		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1881		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1882		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1883		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1884		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1885		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1886		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1887		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1888		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1889		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1890		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1891		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1892		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1893		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1894		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1895		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1896		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1897		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1898		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1899		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1900		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1901		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1902		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1903		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1904		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1905		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1906		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1907		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1908		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1909		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1910		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1911		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1912		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1913		M.		M.		M.		M.		M.		Number.		90,918	
Loc. 31, 1914		M.													

Dividends, &c., &c.

not available

Land Grant Railroads are printed in "Italics."

State and Railroads are distinguished by a "1"

the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad."

A dash (-) across the column signifies "nil," and running dots (---) signify "not available."

Pennsylvania

New Jersey

New York

Connecticut

Rhode Island

Massachusetts

Vermont

New Hampshire

Maine

New England

New Haven

Long Island

New York

Central

Ohio

Michigan

Wisconsin

Illinois

Missouri

Iowa

Minnesota

North Dakota

South Dakota

Northwest

Oregon

Washington

California

Arizona

New Mexico

Utah

Colorado

Wyoming

Montana

Wyoming

New York Stock Exchange.
(Thursday's quotations follow money article.)

Closing Prices for the week ending Apr. 7.

	Th. 1.	F. 2.	Sat. 3.	M. 5.	Tu. 6.	W. 7.
Adam Express.	113	113	113	112	112	112
Albany and Susquehanna.	...	...	...	...	...	...
1st mortgage.	...	...	...	...	...	...
2d mortgage.	...	...	...	...	...	...
American Express.	59	59	58	58	58	58
Atlantic & Pacific Tel.	44	42	43	43	42	42
Burl., C.R. & N.Y.	73	73	73	73	73	73
1st mortgage ss.	91	91	91	91	91	91
Canada Southern.	67	62	62	58	58	59
1st mortgage guar.	91	90	90	89	89	90
Central of N. Jersey.	84	84	83	83	81	77
1st mortgage 1890.	116	116	116	116	116	116
7s, consolidated, ass.	106	106	105	105	105	105
7s, convertible ass.	...	...	107	107	107	107
7s, Income.	86	86	86	86	86	86
Adjustment.	107	107	107	107	107	107
Central Pacific.	80	79	78	77	79	77
6s, gold.	112	112	112	112	112	112
1st M. (San Joaquin).	102	103	103	103	103	103
1st M. (Cal. and Or.).	...	...	...	...	...	...
Land grant 6s.	108	102	102	102	102	102
Chesapeake and Ohio.	24	24	24	24	24	24
Chicago and Alton.	114	116	116	116	116	116
Preferred.	126	126	126	126	126	126
1st mortgage.	...	...	...	...	...	...
Sinking Fund.	...	...	...	...	...	...
Jahs., Burl., & Quincy.	149	148	149	148	148	148
7s, Consol. 1893.	120	120	120	120	120	120
Chile, Mill. and St. Paul.	82	81	82	82	81	81
Preferred.	105	103	104	103	103	103
1st mortgage, 5s.	...	...	...	...	...	...
2d mortgage, 7s-10s.	...	...	...	...	...	...
7s, gold.	...	...	...	...	...	...
1st M. (Le Crossed) div.	113	113	113	113	113	113
1st M. (I. and M. div.).	...	...	...	...	...	...
1st M. (L. and D. ext.).	...	...	...	...	...	...
1st M. (H. & D. div.).	...	...	...	...	...	...
1st M. (U. & M. div.).	...	...	...	...	...	...
Consolidated S. F.	111	111	111	111	111	111
One. & Northwestern.	96	95	96	95	95	95
Preferred.	110	108	109	109	107	107
1st mortgage.	...	...	...	...	...	...
Sinking Fund.	...	...	...	108	108	108
Consolidated 7s.	...	...	...	...	...	...
Consol. Gold bonds.	116	117	116	117	117	117
Do. reg.	...	...	...	...	...	...
Jahs., Rock Isl. & Pac.	188	186	188	187	187	187
6s, 1917.	127	127	127	127	127	127
Clev., Col. C. and Ind.	79	79	79	78	78	78
1st mortgage.	...	...	...	...	...	...
Clev. & Pittsburg guar.	111	111	111	111	111	111
7s, Consolidated.	...	...	...	...	...	...
4th mortgage.	...	...	...	...	...	...
Col., Chi., & Ind. Cent.	161	161	161	161	161	161
1st mortgage.	...	82	79	80	80	80
2d mortgage.	...	...	...	...	...	...
Col. & Hudson Canal.	88	86	84	83	82	80
Reg. 7s, 1891.	109	109	109	109	109	109
Reg. 7s, 1884.	...	...	...	...	...	...
7s, 1894.	...	...	...	...	...	...
Col. Luck. & Western.	93	93	92	92	93	93
2d mortgage 7s.	...	...	...	...	...	...
7s, Consol. 1907.	...	...	...	...	...	...
Erie Railroad.	...	...	...	...	...	...
1st mortgage.	...	...	...	...	...	...
2d mortgage.	106	106	106	106	106	106
3d mortgage.	108	108	108	108	108	108
4th mortgage.	...	...	...	101x	101x	101x
5th mortgage.	...	...	...	...	...	...
7s, Consol. gold.	118	118	118	118	118	118
Great Western rail mort.	...	...	...	...	...	...
2d mortgage.	104	104	104	104	104	104
Hannibal & St. Joseph.	86	85	86	85	85	85
Preferred.	71	71	69	69	69	69
8s, Convertible.	108	108	108	108	108	108
Houston & Tex. Cent.	81	81	80	79	79	79
1st Mortgage.	110	109	110	110	110	110
Illinois Central.	109	106	108	107	105	105
Lake Shore & Mich. So.	109	108	108	108	107	107
Consol. 7s.	...	...	...	...	...	...
Consol. 7s, reg.	...	...	...	...	...	...
2d Consolidated.	119	119	119	119	119	119
Leh. & W.B. 7s, Con.	...	...	...	...	...	...
Long Dock bonds.	...	...	...	...	...	...
Louisville & Nashville.	160	161	160	160	160	160
7s, Consolidated.	114	114	114	114	114	114
Manhattan.	27	28	31	29	28	27
Metronorthern Elevated.	94	92	101	95	100	95
1st Mortgage.	102	101	101	101	100	100
Michigan Central.	98	98	92	91	91	91
7s, 1902.	121	121	121	121	121	121
M. S. and N. I. 1st, S.F.	...	...	111	...	...	...
Morris and Essex.	108	108	107	108	107	107
1st mortgage.	...	...	...	...	...	...
3d mortgage.	...	114	114	114	114	114
7s of 1891.	...	...	...	111x	111x	111x
7s, Convertible.	...	...	...	...	...	...
N.Y. Consolidated.	110	110	110	110	110	110
N.Y. Cent. & Hud. Riv.	131	131	132	132	131	131
8s, Sinking fund, 1883.	...	...	106	...	...	...
9s, Sinking fund, 1887.	...	...	...	...	...	...
1st mortgage.	126	126	126	126	126	126
1st mortgage reg.	118	118	114	115	115	115
1st Mortgage.	112	111	111	111	110	110
N.Y. York and Harlem.	...	...	...	...	...	...
Kraferden.	...	...	...	...	...	...
1st mortgage.	...	...	...	...	...	...
1st mortgage reg.	...	...	126	...	...	...

New York Stock Exchange.
(Thursday's quotations follow money article.)

Closing Prices for the week ending Apr. 7.

	Th. 1.	F. 2.	Sat. 3.	M. 5.	Tu. 6.	W. 7.
N.Y., Lake Erie & W.	45	44	45	45	44	42
Preferred.	70	70	68	69	68	65
2d Consolidated.	92	91	92	92	91	90
New 2d 5s fund.	86	86	86	86	86	86
N.Y., N. Haven & Hart.	160	159	160	160	160	160
North Missouri 1st M.	...	116	...	116	...	116
Northern Pacific.	30	30	31	30	29	28
Preferred.	62	62	64	64	63	58
Ohio and Mississippi.	38	38	38	38	37	36
Preferred.	76	76	75	74	74	73
2d mortgage.	114	114	114	114	114	114
Consolidated 7s.	...	...	...	...	...	...
Consol. Gold bonds.	116	117	116	117	117	117
St. Louis & San Fran.	40	40	40	40	39	39
Preferred.	56	57	56	54	54	54
1st Preferred.	79	79	78	78	78	78
St. L., Alton and T. H.	25	25	25	25	25	25
Preferred.	69	69	69	69	69	69
1st mortgage.	...	...	112	...	...	112
2d mort. preferred.	...	...	...	...	...	...
Income bonds.	...	...	93	...	94	...
St. L., Iron Mt. & S. As.	58	58	58	57	57	56
1st mortgage.	...	113	113	113	112	112
2d mortgage.	102	102	102	103	102	102
Tol., P. & War. 1st E.D.	...	...	...	...	...	...
1st mort., West. Div.	...	...	...	...	...	...
Union Pacific.	90	89	90	90	88	88
1st mortgage.	...	114	114	114	112	112
Land Grant 7s.	...	104x	...	...	...	...
Sinking Fund 8s.	115	115	115	115	115	115
United States Express.	48	49	48	48	48	48
Wabash.	...	...	...	...	...	...
1st mortgage.	...	...	...	...	109	109
2d mortgage.	104	104	104	104	104	104
7s, Consolidated.	...	...	100	100	100	100
St. Louis Division.	106	106	106	106	106	106
Wabash, St. L. & Pac.	44	44	43	43	43	41
Preferred.	69	69	68	68	68	68
New Mort. 7s.	...	...	95x	...	...	...
Wells-Fargo Express.	107	106	107	106	106	106
Western Pacific bonds.	...	...	...	...	...	...
Western Union Tel.	108	108	108	108	108	108
12, S.P. cony., 1900.	...	...	117	...	...	...

New York Stock Exchange.

Closing Prices for the week ending Apr. 7.

	Th. 1.	F. 2.	Sat. 3.	M. 5.	Tu. 6.	W. 7.
FEDERAL STOCKS:	...	...	...	...	...	...
U.S. 4s, 1907, reg.	106	106	106	106	107	107
U.S. 4s, 1907, coup.	106	106	106	106	107	107
U.S. 4s, 1891, reg.	109	109	109	109	109	109
U.S. 4s, 1891, coup.	109	109	109	109	109	109
U.S. 5s, 1881, reg.	109	109	109	109	109	109
U.S. 5s, 1881, coup.	109	109	109	109	109	109
U.S. 6s, 1880, reg.	106	106	106	106	106	106
Do. Col. 3-6s, reg.	106	106	106	106	106	106
Do. Col. 3-6s, coup.	106	106	106	106	106	106
U.S. 8s, Pac. R. R. issue.	...	...	...	...	...	...
London Stock Exchange.	...	...	...	...	...	...
Closing Prices.	Mar. 12.	Mar. 19.	...	...	...	...
Atlantic & Gt. W. 1st mort. Certs.	61	63	61	63	61	63
Do. 2d mort. Certs.	26	26	26	26	26	26
Do. 3d mort. Certs.	14	15	14	15	14	14
Baltimore and Ohio (sterling).	112	114	112	114	112	114
Central of New Jersey \$100 shares.	87	90	85	86	85	86
Do. Cons. Mort. Oct. '79 coupon.	108	110	106	108	106	108
Do. Adjustment bonds.	108	110	108	108	108	108
Do. Income bonds.	88	91	88	91	88	91
Det. Gd. Haven & Mil. Equip. bds.	110	112	107	107	107	107
Do. Col. M. 5 p.c. till '81 after 8 p.m.	98	100	96	97	96	97</

speculations in money. Foreign Exchange as well as domestic has been influenced by this same cause, and State and Investment bonds have been generally neglected without much change in prices of investments, while all speculations have fallen off with stocks.

The Stock Market has been on the verge of a panicky feeling at times and needed only a large failure to precipitate it, which occasion fortunately did not occur although there were some minor failures on the street. It is the general opinion that the leading large operators, namely Gould and his following, are sold out of their stocks and heavily short of the market generally, as well as the inside elevated operators, who unloaded their long stock last week before the public were aware and undoubtedly went short on the same knowledge that caused them to get out of their holdings. The only support to the market of importance is supposed to have been the Vanderbilt clique and syndicate in New York Central which is not believed yet, to be rid of their last fall's loads. It is even thought that while they have been engaged in holding up the market to get out of Central, Vanderbilt has been selling out his other stocks, if not this, on the market thus made for him, and hence the break during the week in Canada Southern, the blind for which was that hostile legislation either at Washington or Quebec was probably upon the ground that it was a foreign corporation or affiliated with them. With this Michigan Central sympathized. The other support was Keene and his following, which appears to be getting small since his unfortunate operations in Wall Street of late, and his signal failure in the Breadstuffs Deal, by which he must have lost heavily, and is destined to fare no better in his Provision Deal than last year, when he lost more than he made on his June Wheat Corner. As a consequence Jersey Central, which he has been holding so high, relatively, for months, dropped off sharply on Wednesday and carried the coal shares with it. Pacific Mail has been stronger and would no doubt have advanced had not the general market been against it, since Monday when the decline began to be general.

We stated last week, in common with the other papers, that it was believed the reduction in the public debt would amount to \$10,000,000, whereas by referring to the Public Debt Statement in another column it will be seen that the reduction was \$14,719,856.96.

The Bank Statement shows a decrease in surplus reserve of \$1,271,026 making it \$310,000 less than the legal 25 per cent.

Foreign Exchange was dull and steady until Monday when it was put up $\frac{1}{2}$ cent to be let back again on the renewal of the stringency in money. There have been a fair amount of Breadstuffs and Provision bills, but they have been absorbed by the importers.

Exports have been quite fair being over \$7,000,000, while imports have kept up to the late large aggregate of about \$11,000,000.

Mining stocks have been depressed as usual both Eastern and Pacific, and there does not appear to be any reaction in the future or bottom to the market. Yet reports come that there is going to be something startling in the Comstocks before long. In this connection we would ask the Ma-

nipulating Managers of the Bonanzas why they are holding back dividends for the last three months when they have money enough in the Treasury to pay two dividends.

Breadstuffs have moved into export quite freely at steady prices until the close, when demand slackened and prices receded. There are appearances that the Keene Wheat Clique has broken up and that its smaller members have gotten out and left the load on Hoyt and Keene, who do not appear to know what to do themselves. It has been thought for a long time that they were engineering a large short interest in order to squeeze out of the bears what they will loose on their long stock; but this belief has so long been entertained that it is being abandoned, for the opinion that the time to do this has gone by, with good cheap prospects ahead. This Wheat Deal is another 18, 15, 14, Puzzle. It was all right as the clique had originally placed the numbers in the box—their official organ—but wheat from some unknown source kept pouring into Europe until it upset the box, and they could not put their numbers back as they had them before. Yet they have been working, like the man for the Herald premium, for the past three months, to get the 15 out from between the 18 and the 14. As 15 represents the clique, 14 the old crop and 18 the new, it will readily be seen why they can't get 15 around 14 nor away from 18.

The Provision Deal is in statu quo, in the hands of Davis who is supposed to represent Keene, while others say he represents a Wall Street Clique and that Keene is out since February. Either may be true, but whom is not out is most certainly in for a long, tedious lagging of the bulk of the stock through the summer, to drop it as Keene did last Fall at heavy loss or for a loss sooner. We are told on usually correct authority that the clique, who ever comprises it, have made up their minds they are wrong, and that they have been unloading futures as fast as possible and not break the market, and that between the 20th of April and the middle of May they will let the market take care of itself.

In other merchandize markets there has been no marked activity or change, except that ocean freights have fallen back about as sharply as they advanced early in the week, on a cessation of the grain exports towards the close.

The Produce Exchange has appointed a committee of prominent grain merchants to confer with the trunk line freight agents, at the request of their managers, on a plan for the equalization of terminal charges on grain at the five Atlantic ports. It would be a good plan for this committee to return the compliment and invite the trunk line managers to a conference based upon an offer to equalize terminal charges if the railroads will guarantee equal through freight rates from the West to Europe by these five Atlantic ports.

The closing quotations on Thursday were: Adams Express, 112 $\frac{1}{2}$ @118; American Express, 57 $\frac{1}{2}$ @58 $\frac{1}{2}$; Atlantic and Pacific Telegraph, 43@48 $\frac{1}{2}$; Canada Southern, 61@61 $\frac{1}{2}$; Central of New Jersey, 80 $\frac{1}{2}$ @80 $\frac{1}{2}$; Central Pacific, 76 $\frac{1}{2}$ @77 $\frac{1}{2}$; Chicago and Alton, 111@112; do. pref., 125@130; Chicago and Northwestern, 95 $\frac{1}{2}$ @96; do. pref., 108@108 $\frac{1}{2}$; Chicago, Burlington and Quincy, 146 $\frac{1}{2}$ @147 $\frac{1}{2}$; Chicago, St. Paul and Minneapolis, 56 $\frac{1}{2}$ @57; Chicago, Milwaukee and St. Paul, 81 $\frac{1}{2}$ @82; do. pref., 104 $\frac{1}{2}$ @104 $\frac{1}{2}$; Chicago, Rock Island and Pacific, 184@188; Chicago, St. Louis and New Orleans, 85 $\frac{1}{2}$ @85 $\frac{1}{2}$; Cleveland, Columbus, Cincinnati and Indianapolis, 78 $\frac{1}{2}$ @79 $\frac{1}{2}$; Col., Chicago and Indiana Central, 15 $\frac{1}{2}$ @16 $\frac{1}{2}$; Delaware and Hudson Canal, 88 $\frac{1}{2}$ @83 $\frac{1}{2}$; Delaware, Lackawanna and Western, 92@92 $\frac{1}{2}$; Hannibal and St. Joseph, 65 $\frac{1}{2}$ @96; do. Illinois Central, 107 $\frac{1}{2}$ @108 $\frac{1}{2}$; Lake Shore and Michigan Southern, 108 $\frac{1}{2}$ @109; Louisville and Nashville, 158@159 $\frac{1}{2}$; Louisville, New Albany and Chicago, 90@96; Michigan Central, 92 $\frac{1}{2}$ @92 $\frac{1}{2}$; Morris and Essex, 107@108; Manhattan Railway, 80 $\frac{1}{2}$ @81; Metropolitan Elevated, 96 $\frac{1}{2}$ @97 $\frac{1}{2}$; Nashville, Chattanooga and St. Louis, 81@83 $\frac{1}{2}$; New York Elevated, 115 $\frac{1}{2}$ @117; New York Central and Hudson River, 133 $\frac{1}{2}$ @133 $\frac{1}{2}$; Northern Pacific, 80 $\frac{1}{2}$ @80 $\frac{1}{2}$; do. pref., 58 $\frac{1}{2}$ @54; Ohio and Miss. 87 $\frac{1}{2}$ @87 $\frac{1}{2}$; do. pref., 75 $\frac{1}{2}$ @75 $\frac{1}{2}$; Pacific Mail, 42 $\frac{1}{2}$ @42 $\frac{1}{2}$; Philadelphia and Reading, 68 $\frac{1}{2}$ @69; St. Louis and San Francisco, 38 $\frac{1}{2}$ @39; do. pref., 54 $\frac{1}{2}$ @55 $\frac{1}{2}$; do. 1st pref., 74@76; St. Louis and Iron Mountain, 57 $\frac{1}{2}$ @57 $\frac{1}{2}$; Union Pacific, 89@90; United States Express, 47 $\frac{1}{2}$ @48; Wells Fargo Express, 108@107; Western Union Telegraph, 106 $\frac{1}{2}$ @106 $\frac{1}{2}$; Wabash, St. Louis and Pacific, 42 $\frac{1}{2}$ @42 $\frac{1}{2}$; do. pref., 68 $\frac{1}{2}$ @68 $\frac{1}{2}$.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Chicago, St. Paul and Minn. R. R., 56; Chicago, St. Louis and New Albany R. R., 38; do. 1st, 110; Missouri, Kansas and Texas R. R., 40 $\frac{1}{2}$; do. consol. ass., 100; do. 2d, 61 $\frac{1}{2}$; St. Paul and Sioux City R. R., 42 $\frac{1}{2}$; do. pref., 78 $\frac{1}{2}$; do. 1st, 101; Nashville, Chattanooga and St. Louis R. R., 79; do. 1st, 114 $\frac{1}{2}$; New York, Ontario and Western R. R., 27 $\frac{1}{2}$; Mobile and Ohio R. R. ass., 22; do. 1st debent., 78 $\frac{1}{2}$; do. 2d debent., 40; do. 1st, 101 $\frac{1}{2}$; Louisville, New Albany and Chicago R. R., 95; Lake Erie and Western R. R., 83 $\frac{1}{2}$; do. 1st, 98 $\frac{1}{2}$; Ind., Bloom. and Western R. R., 85; do. inc., 50; do. 1st, 72 $\frac{1}{2}$; do. 2d, 68; Boston and New York Air Line pref., 47 $\frac{1}{2}$; Rome, Watertown and Ogdensburg R. R., 26 $\frac{1}{2}$; do. 1st consol., 65 $\frac{1}{2}$; Peoria, Decatur and Evansville R. R., 26; do. 1st, 96 $\frac{1}{2}$; do. inc., 55 $\frac{1}{2}$; Ohio Central R. R., 23 $\frac{1}{2}$; do. 1st, 90; do. inc., 54; Rensselaer and Saratoga R. R., 120; do. 1st, 128; Oregon Railway and Nav. Co., 108; do. 1st, 93; Cedar Falls and Mian. R. R., 23; do. 1st, 105 $\frac{1}{2}$; St. Paul and Duluth pref., 66; Chesapeake and Ohio 1st pref., 81; do. 2d pref., 25 $\frac{1}{2}$; 1st, Series B, 68; do. cur. int., 42 $\frac{1}{2}$; Marietta and Cincinnati 1st pref., 10 $\frac{1}{2}$; St. Louis and Iron Mountain 1st pref. inc., 90; do. 2d, do., 79 $\frac{1}{2}$; do. Cairo, Arkansas and Texas 1st, 100 $\frac{1}{2}$; Denver and Rio Grande 1st, 104 $\frac{1}{2}$; Cle., Col., Cin. and Ind. consol., 114 $\frac{1}{2}$; Lehigh and Wilkesbarre consol. assented, 96; Col. Chi. and Ind. Cent. 1st Trust Co. certif. ass., sup., 80; Louisville and Nashville 2d, 105 $\frac{1}{2}$; International and Gt. Northern 1st, 101 $\frac{1}{2}$; do. 2d int., 72; do. 2d, pur. com. rec., 89; Boston, Hartford and Erie 1st, 56; Erie and Pittsburg consol., 105; Texas and Pacific Income, L. G., 65; Galena and Chicago 1st, 104; St. Louis and San Francisco, class B, 75; Albany and Susq. 1st

consol., 109½; Kansas Pacific 1st consol., 95½; do. 6s, 1895, F. & A., 118; do. 6s, J. & D., 1896, with coupon certif., 116; Toledo and Wabash fund 1st. consol., 87; Belleville and Southern Illinois 1st, 116; Cairo and Fulton 1st, 107½; Kansas Pacific 6s, Denver Div., ass., with coup. certif., 107½; Delaware and Hudson 1st, Penn. div., 112½; Chicago, Burlington and Quincy 8s, 109; St. Louis, Kansas City and Northern R. E. 7s, 1895, 107; do. Omaha div., 1st, 109½; do. St. Charles Bridge 1st, 105; Houston and Texas Central 1st, Inc. and Ind., 98½; do. 2d, M. L., 110½; Keokuk and Des Moines 1st, 96; Central Iowa 1st, 94; Lat., Bloom. and Muncie 1st, 100½; Toledo, Peoria and Warsaw 1st E. D., pur. com. rec., 131; Am. Dock and Imp. 7s, nss., 109½; Michigan Central 6s, 1909, 107½; Indianapolis, Decatur and Springfield 1st, 99%; Ohio and Mississippi 1st, Springfield div., 80; Southern Pacific (of California) 1st, 97½; Buffalo, New York and Erie 1st, 1916, 124; Louisiana 7s, consol., 50; Missouri 6s, 1887, 108; North Carolina 6s, old, J. & J., 29; do. A. & O., 29; Alabama, Class A, 65; Virginia 6s, def., 8; Missouri 6s, 1888, 108; Tennessee 6s, new, 81; do. old, 86½; Sutro Tunnel, 2; Am. Dist. Tel., 72; Little Pittsburg Mining Co., 8%; Climax, 2%; Silver Cliff, 4%; Homestake, 35%; Standard, 30; Central Arizona, 6%; Caribou, 2%; Deadwood, 20; New Central Coal, 31%; Colorado Coal and Iron, 40%; Montauk Gas Coal, 51.

Boston.—Chicago, Clinton, Dubuque and Minnesota R. R., 72½; Flint and Pere Marquette R. R., 24½; Republican Valley R. R., 143; do. 6s, E. D., 102; do. W. D., 100%; Rutland R. R., 7; do. pref., 29%; do. 6s, 1902, 95½; Little Rock and Ft. Smith R. R., 55; do. 7s, 101; Kansas City, St. Joseph and Council Bluffs R. R., 70; do. 1st, 107; do. inc., 84; Old Colony 7s, 1894, 116½; Chicago and West Michigan R. R., 60; Cedar Rapids and Missouri River R. R., 110½; do. pref., 112½; Wisconsin Central pref., 20; do. 1st series, 81; do. 2d series, 40%; Fremont, Elkhorn and Missouri Valley R. R., 4%; Wisconsin Valley R. R., 68; do. 7s, 62; Detroit, Lansing and Northern pref., 108; Kansas City, Lawrence and Southern R. R., 82%; do. 4s, 86½; Kansas City, Fort Scott and Gulf R. R., 51; do. pref., 82%; Atchison and Nebraska R. R., 76½; Cheshire pref., 52%; Summit Branch, 14; Eastern (N. H.) R. R., 80; Burlington and Missouri River in Nebraska, 6s, non-exempt, 102½; Wichita and Southwestern R. R., 80; Connotton Valley R. R., 37; Sioux City and Pacific pref., 73½; New Mexico and Southern Pacific R. R., 109; do. 7s, 109½; Boston and Maine 7s, 120; Cincinnati, Sandusky and Cleveland 7s, 90; Atchison, Topeka and Santa Fe 7s, guar., 109½; do. inc., 108; Oregon Railway and Nav., 92; Portsmouth, Gt. Falls and Conway R. R., 29; do. 7s, 78; do. 4%, guar., 77%; Nashua and Lowell R. R., 113½; Connecticut and Passumpsic Rivers R. R., 65; do. 7s, 110; Kansas City, Topeka and Western 1st, 114½; Michigan Air Line 8s, 1890, 105½; Boston and Lowell 5s, 1899, 101; Florence, El Dorado and Walnut Valley 7s, 1907, 101; Metropolitan Horse R. R. 6s, 1897, 106½; Boston Land, 9%; New Hampshire Land, 8%; Brookline Land, 5½; Boston Water Power, 14%;

Waverick Land, 4½; Indianapolis 7.80s, 1898, 114½; Atlantic Mining, 21; Allones, 15; Astee, 1½; Blue Hill, 9½; Brunswick Antimony, 24; Catalpa, 1½; Central, 40; Copper Falls, 12½; Dana, ½; Duncan, 8½; Franklin, 18½; Huron, 7½; Humboldt, 1; Harshaw, 28%; International, 50c; Meador, 2½; Minnesota, 8%; National, 8; Osceola, 89½; Pewabic, 24; Ridge, 8½; Rockland, ½; Silver Islet, 17; Sullivan, 12½; Star, 2%; Waukeag, 7; West Minnesota, ½; Washington, ¾; Winthrop, ¾.

Baltimore.—South Side R. R. 2d mort., 100%; do. 3d mort., 94; Union Railroad bonds endorsed by Canton Co., 113; Marietta and Cincinnati 1st mort. Sterling, 106; Atlanta and Charlotte 1st, 98%; Chesapeake and Ohio Canal 6s, 86; Baltimore and Ohio 1st pref., 117; do. 2d pref., 108; Maryland Defense 6s, 108; Virginia Peeler 24; City 6s, 1890, 118½; do. 6s, 1900, 119; do. 6s, 1884, 106; do. 5s, 1894, 111; do. 5s, 1916, 112½; do. 5s, 1900, 111; Atlantic Coal, 1.50; George's Creek Coal, 90. The latest quotations are: Atlanta and Charlotte Air Line 7s, 96@97; Baltimore and Ohio, 157½@160; do. 6s, 1885, 105@107; Northern Central 88@88½; do. 6s, 1900, 108½@109; do. 1900, gold, 109½@110; do. 6s, 1904, gold, 104@105; do. 5s, 77½@78½; Marietta and Cincinnati 1st mort., 1892, 109½@110; do. 2d mort. 7s, 82½@82½; do. 3d mort. 8s, 49½@50; Pittsburg and Connellsville 7s, 114½@115; Orange, Alex. and Manassa 7s, 84½@84½; Virginia consol. 6s, 58½@58½; do. 2d series, 24@—; Virginia Consol. coupons, 83½@83½; Virginia 10-40 bonds, 87½@88½; Virginia 10-40 coupons, 84@—; City 6s, 1902, 119½@—; do. 1888, 111@—; do. 1890, 113½@113½; do. 1900, —@119; do. 5s, 1894, 110½@111; do. 1900, 111@111½; do. 1916, 112½@—; City Pass. R. W., 39@39½; Citizens Pass. R. W., 20@21.

Philadelphia.—Pittsburg, Titusville and Buffalo pref., 30½; People's Pass. R. R., 17; Am. S. S. Co., 30; do. 6s, 102½; East Pennsylvania R. R., 46½; Central Transp., 47½; Union Pass. R. R., 110; Delaware Division Canal, 38; Oregon Steam Nav. Co., 60; Nesquehoning Valley R. R., 54½; Allegheny Valley 7s, 103; Pennsylvania Co. 6s, 106½; Oil Creek 1st mort., 99½; Lehigh Nav. consol. mort. 7s, 103½; do. scrip, 90; Philadelphia and Reading Gen'l mort. 6s, 85½; do. scrip, 87½; do. income 7s, 89; Perkiomen R. R. 6s, 60; Warren and Franklin 7s, 101½; Pennsylvania Canal 6s, 80%; Union and Titusville 7s, 90; Erie and Western Transp. 6s, 101; Western Pennsylvania 6s, 103; Chartiers 7s, 106; Cincinnati 7.80s, J. & J., 119½; Pittsburg Water 7s, 115. The latest quotations are: City 6s, 106@108; do. free of tax, 121@122; do. 4s, new, 101@105; Pennsylvania State 6s, 2d series, 101½@101½; do. 3d series, 107@107½; do. 5s, new loan, 114½@115½; do. 4s, new, 104@105; Philadelphia and Reading, 34@34; do. consol. mort. 7s, coup., 118½@118½; do. reg., 118@118%; do. mort., 6s, 101@102; do. 7s, 1898, 115½@120; United New Jersey R. R. and Canal, 160@161; Pittsburg, Titusville and Buffalo R. R., 19½@19½; do. 7s, 85½@86½; Camden and Amboy mort. 6s, 1889, 118½@114½; Pennsylvania R. R., 52½@52%; do. 1st mort., 102½@103; do. gen'l mort., coupon, 115@117; do. reg., 115@118; do. consol. mort. 6s, reg., 114½@

115; Little Schuylkill R. R. 64@55; Morris Canal, 60@64; do. pref., 145@150; Susq. Canal 12@16; do. 6s, 75@82; Schuylkill Nav., 7@8; do. pref., 15½@16; do. 6s, 1882, 79@80; do. 1872 101@101½; Elmira and Williamsport pref., 50@56; do. 7s, 108@110; do. 5s, 82½@88; Lehigh Coal and Navigation, 87½@87½; do. 6s, 1884, 106½@107; do. R. R. loan, 109@110½; do. Gold Loan, 106@106½; do. consol. 7s, 103@103½; Northern Pacific, 29½@29½; do. pref., 52½@53; North Pennsylvania 6s, 107½@108½; do. 7s, 117@118; do. Gen'l mort. 7s, reg., 115@116; Philadelphia and Erie, 17@17½; do. 6s, 101@—; do. 7s, 112@118; Minehill, 58½@59; Catawissa, 15@15½; do. pref., 51½@53; do. new pref., 50@52; do. 7s, 1900, 118@114; Lehigh Valley 51½@52; do. 6s, coupon, 118@119; do. reg., 118@120; do. 2d mort. 7s, 125@130; do. consol. mort., 111@112; Fifth and Sixth streets (horse), 110@118; Second and Third, 100@110; Thirteenth and Fifteenth, 75@85; Spruce and Pine, 55@57; Green and Coates, 95@100; Chestnut and Walnut, 76½@88; Hesstonville, 28½@23½; Germantown, 69@71; Union, 110@120; Lombard and South, 15@20; West Philadelphia 90@82½; People's, 17@18; Ridge Av., 75@90; Continental, 90@94.

The Sheboygan and Fond du Lac Railroad, which was sold, with all its property and franchises, at Fond du Lac, Wis., on the 3d inst., was bid in by Albert and Martin L. Sykes for \$1,500,000. The road has lately been operated by the Chicago and Northwestern Railway Company, and will probably, now be extended to a Western connection with the Minnesota line of the Chicago and Northwestern Railway.

Work has been commenced on the Lookout Mountain Railroad, the contemplated line connecting Chattanooga, Tenn., and Rome, Ga., and it is expected to have it completed by Jan. 1, 1881. All rival companies and hostile charters have been consolidated into the company. It will be operated in connection with the Cincinnati Southern Railway.

Water has been let into the West Branch Division of the Pennsylvania Canal, and large quantities of logs are being floated down. A number of boats are loading with lumber along the course for the Eastern markets. Water has also been let in on the Wyoming and Juniata division and the boats are preparing for an active business.

A company has been organized for the purpose of building a railroad between Portage and Baraboo, Wis., a distance of about 18 miles. The proposed road will connect the Chicago, Milwaukee and St. Paul, the Chicago and Northwestern, and the Wisconsin Central Roads.

A company has been organized in Esmeralda County, Cal., for the purpose of constructing a narrow gauge railroad from Wadsworth, on the Central Pacific Railroad to Callville, on the Colorado river. The capital required—\$1,500,000—has been guaranteed.

The entire amount of the capital stock of the Jerome Park Railway Company (\$50,000) has been subscribed.

Denison and Pacific Railroad.

The Gainesville, Texas, Register says that the Denison and Pacific Railroad—which is virtually the Missouri, Kansas and Texas—has decided to extend its road from Gainesville, by way of Fort Worth, to Belton. At Belton it will connect with the Gulf, Colorado and Santa Fe Railroad, now being built from Galveston, which has reached Brenham, where it will cross the Western Branch of the Houston and Texas Central Railway, passing between the Houston and Texas main line and its Western Branch to Belton. It is expected that it will be completed to Belton by September 1. The new line will give to the Missouri, Kansas and Texas a direct line through the heart of Texas to the Gulf, and a direct communication with the Texas and Pacific Railway. Respecting the new route the Register says:

A line built from Gainesville through Denton and Fort Worth to Cleburne, and finally on to Belton, there to connect with the Gulf, Colorado and Santa Fe coming out from Galveston, will give the Missouri, Kansas and Texas Railroad an outlet through the very heart of the State to the Gulf, rendering it independent of the Houston and Texas Central. * * * The proposed line will run through not only the best agricultural section of the State, but in actual wealth the line of counties through which it will run, from Cooke to Bell, assessed thirty millions more than the like tier of counties along the Central Road, and that, too, when the latter had the advantage of the assessed value of the Central Railroad. * * * By the building of this road from Gainesville we are placed directly on the main line of the great road from the Atlantic to the Pacific. We are given a new and direct outlet to the Gulf.

Chicago, Burlington and Quincy Railroad.

The earnings of this road for the years ending December 31, 1878 and 1879, have been as follows:

	1878.	1879.
From freight	\$11,152,178 68	\$11,650,622 56
" passengers	2,439,180 46	2,566,652 19
" mail, express and miscel-		
laneous	522,148 92	562,440 66
" interest and exchange	6,162 40	87,390 81
	\$14,119,605 46	\$14,817,105 72

Expenses:

Train service	\$647,841 39	\$654,324 69
Engine service	826,859 95	848,885 48
Station service	780,174 12	782,267 23
Water service	76,878 90	78,782 57
Repairs, track	1,441,799 28	1,255,957 17
Repairs, bridges	488,888 50	357,602 84
Repairs, fences	58,541 97	51,547 17
Repairs, buildings	184,808 48	81,252 52
Repairs, docks	8,849 84	5,920 58
Miscellaneous loss and damage	86,515 28	60,225 90
Fuel consumed	678,960 14	682,147 87
General expenses	588,565 98	688,690 82
Foreign agencies	106,698 48	129,126 12
Stationery, printing and advertising	65,021 88	79,662 22
Repairs, cars	779,696 54	826,968 07
Oil and waste	108,879 90	96,060 64
Repairs, locomotives	568,886 96	565,089 68
Repair of cars	118,738 08	44,281 91
Taxes, State, County and City	838,780 03	828,844 35
	\$7,871,915 15	\$7,557,067 23

Net earnings \$6,247,750 31
Add balance from previous year 8,946,531 71

Total \$10,194,282 02 \$11,441,856 66

From which deduct—

Rent of tracks and depots	\$179,092 58
Interest on bonds and bills payable	2,110,987 65
Dividend No. 87, March 15, 1879	1,225,830 87
Dividend No. 88, Sept. 15, 1879	1,237,436 20
Dividend No. 89, December 15, 1879	618,718 10
Sinking fund for C. B. & Q. 5 per cent bonds issued for the Albia, Knoxville and Des Moines R. R.	16,810 00
Sinking fund for C. B. & Q. 5 per cent bonds issued for the St. Louis, Rock Island and Chicago Railroad	55,875 00
Amount transferred to C. B. & Q. 8 per cent Sinking fund for investment in Sinking fund bonds for 1879	157,808 54
Amount transferred to Renewal fund	1,000,000 00
Balance of accounts written off	423,084 81
Balance to credit of Income Account, December 31, 1879	4,416,262 91

Total, as above \$11,441,856 66

Compared with the previous year the gross earnings show an increase of \$697,440 26, with a decrease in expenses of \$314,847 92, making an increase in net earnings of \$1,012,288 18. Percentage of operating expenses (including taxes) to gross earnings, 51 ; in 1878, 55.75. The President in his report says :

The condition of the road-bed, track, bridges, buildings, and rolling stock, has been carefully maintained, and in many respects materially improved. During the year, 107 miles of single track have been re-laid with steel rails, and 19 miles of new second track, the 15 miles of the Chillicothe and Chariton road, and 35 miles from Knoxville to Des Moines, have been laid with steel rails, making the total number of miles of steel rail single track in the road December 31st, 1879, 894. This includes the whole main line in Illinois, and 256 miles of main line in Iowa.

The total length of the main line now laid with iron, is 24 miles, all in Iowa. There are 99 1/4 miles of double track in Illinois, and 4 1/2 miles in Iowa.

We have added during the year, 15 1/4 miles of second track in Illinois, and 4 miles in Iowa. Three and three-quarter miles of track in Iowa, which is in fact used as second track, appears under the head of the Chariton, DesMoines and Southern Railroad, and 15 miles under that of the Chillicothe and Chariton Railroad.

We have, as will be observed, expended considerable money for additional land in and near Chicago, for freight purposes ; and during the year a new elevator of 1,750,000 bushels capacity has been built by Armour, Dole & Co., for the accommodation of our increasing grain traffic.

REDUCTION OF GRADES IN IOWA :

The work laid out in 1878 of reducing the grades as far west as Chariton, on the Iowa road, has been completed. The question of further reductions west of Chariton is being considered, and its determination will depend in some measure upon the result of experiments now making with heavier Locomotives than those in ordinary use.

NEW BRANCHES.

During the year branch roads have been built in Iowa, in whole or in part, as follows :

1st. The completion of the Chariton, and Des Moines and Southern Railroad to Indianola, 16 miles ; opened for business February 23d, 1879.

2d. The completion of the Creston and Northern Railroad, from Greenfield to Fontanelle, 7 miles ; open for business May 6th, 1879.

3d. The Leon, Mt. Ayr and South-Western Railroad, from Leon to Mt. Ayr, 35 miles ; opened for business September 26, 1879.

4th. The Chillicothe and Chariton Railroad, from Frederic to a point on the main line in Iowa,

about 4 miles west of Albia, 15 miles ; opened for business October 10th, 1879. (Changing grades).

5th. The extension of the Brownville and Nodaway Valley Railroad, from Clarinda to Burlington Junction, Missouri, 21 miles ; opened for business October 19th 1879.

6th. The Des Moines and Knoxville Railroad, from Knoxville to Des Moines, 35 miles. Track was completed to Des Moines December 31st, 1879, but the line was not opened for business until January 10th, 1880.

7th. The Red Oak and Atlantic Railroad, from Red Oak to Griswold, 18 miles. The track was about completed December 31st, 1879 ; but the line was not opened for business until January 17th, 1880.

8th. The Moulton and Albia Railroad, grading between Albia and Moravia, partly done ; no track laid ; but will probably be completed and in operation by May 1st, 1880.

CHICAGO AND IOWA RAILROAD.

Prior to the date of the last report, a stipulation had been entered of record in the proceedings to foreclose the second mortgage on this road to the effect that if, on the first day of January, 1880, the net earnings of the road should not be sufficient to pay all arrears of interest on the first and second mortgage bonds, to settle all freight and ticket balances, to pay all liens and charges for taxes and other claims which might be a charge against the mortgage property or the Receiver, except the principal of the first and second mortgage bonds then the road to be sold under the decree of foreclosure entered in the cause without redemption ; in the meantime the road and equipment to be put and kept in first class condition.

On the other hand, if the net earnings should prove to be sufficient for these purposes, then the decree of foreclosure was to be set aside, the receiver discharged, and the mortgage property returned to the company.

On the 5th day of January a reference was ordered by the court to the Master to ascertain and report the facts, so that the court could be informed of what action it should take under the stipulation.

The Master is now proceeding with this investigation. Until this report comes in and is considered by the court, it cannot be determined whether the property will be sold under the decree or returned to the company.

SUMMING UP.

It was suggested in the last annual report that any further loans we may need ought to attract capital at much lower rates of interest than heretofore.

Acting upon this idea we have practically suspended the issue of our consolidated 7%, except in exchange for other similar bonds maturing at a considerable distance of time ; and we have placed upon our Iowa property, except the Keokuk branch which our consolidated mortgage covered, a new mortgage, covering not exceeded 900 miles of single track, at \$16,000 per mile, and providing for bonds, for a second track at the rate of \$14,000 per mile, all to bear interest at not over 5 per cent per annum, and having an annual sinking fund of one and one-half per cent.

Of the road thus pledged, 647 miles are now in operation, and we have negotiated a sale of \$3,000,000, of five per cent bonds, running 40 years from 1st of October, 1879, at par, less a commission, to provide for construction and equipment expenditures already incurred or authorized, but of this, the proceeds of only \$800,000, appear in this year's account.

In pursuance of the policy indicated in the last year's report, we have during 1879, added 148 miles of branches in Iowa, to meet what we consider the natural and healthy wants of the country, and we are making arrangements for some others of a similar character. We have also added at the moderate prices of the past year a considerable amount of rolling stock, one effect of which has been to reduce the amount

paid for car hire from \$118,738, in 1878, to \$44,281, in 1879.

We have continued to replace our wooden bridges with iron and masonry, and our iron rails with steel, as rapidly as could be done economically, and we have been fortunate in securing contracts with responsible parties for a large quantity of steel rails deliverable ahead, at the times when we are likely to want them. It may be of interest to note that the earnings per ton per mile, have decreased from 3.7 cents in 1866, to 1.1 cent in 1879. In other words, the gross earnings per ton per mile of to-day would have fallen considerably short of paying operating expenses thirteen years ago. The fact that we can do business at such rates as we now receive is due largely to the increase of tonnage, in part to improved methods, and greater economy of material, and somewhat to very favorable weather during the year for out of door work; but with the late rise in prices, it is of course doubtful, if the present low rates can be maintained.

The year has been marked by the revival of activity in railroad building at the west, and still more by the re-organization of a very large number of insolvent companies, and by certain very important combinations of lines in our own neighborhood. At first view this has caused some alarm as threatening dangerous competition to ourselves and the other large lines from Chicago, west and southwest, which may well be allayed by the reflection that there is no competition so mischievous as that of a bankrupt road with no dividends or coupons to pay.

While we might with apparent advantage have joined in some of the great enterprises which have sprung into life during the year, we have thought it better to devote our resources chiefly to doing such work of improvement on our own line, and the building of such branches and extensions as the unquestioned wants of the country have pressed upon us, and as tend rather to improve than injure our friendly relations with other companies.

We have, however, made considerable progress in a negotiation for consolidation with the Burlington and Missouri River Railroad Company in Nebraska, which, when completed, will be laid before you for confirmation, the details for which it is not expedient to discuss at this time.

But it may be said in general terms that the Burlington and Missouri River Railroad Co., in Nebraska, was originally one of the branches of the B. & M., in Iowa, having a very valuable land grant from the United States Government. It now, with its leased lines, holds about 845 miles of productive road, in the best part of Nebraska, and if the negotiation is consummated, we think it will add to the strength of our company, and will tend strongly to the continuation of a good understanding with our neighbors.

An examination of the detailed accounts given will show that our funded debt, contingent and otherwise, now consists of,

C. B. & Q. bonds of various issues... \$21,998,475
B. & M. R. R. bonds of various issues.... 5,276,750
Sundry Branch Bonds (for which C. B. & Q. is contingently liable).... 3,238,000

Outstanding bonds of all issues.... \$30,508,225

From which may be deducted the following:

Cost of investment for C. B. & Q. 8 per cent sinking fund in other than C. B. & Q. 8 per cent bonds, worth considerably more than cost.... \$1,273,415

Amount of B. & M. Land Grant bonds as being fully provided for by proceeds of lands already sold and in process of sale.... 4,621,250
5,894,665

Leaving practically net funded debt... \$24,808,560

Part of which, say \$855,000 may be converted into stock.

To the net funded debt add amount of capital stock Dec. 31st, 1879.... \$81,004,466

Total stock and funded debt.... \$56,818,016

A result which is reached by estimating as an asset the land notes, and unsold land in Iowa, valued at about. 2,894,236

Making \$58,507,852

These liabilities for stock and bonds stand against a property which has cost about.... 69,997,800

Showing a cost not at present represented by either stock or bonds, of \$11,490,248

It will be observed that our balance is struck this year after making our first quarterly dividend, which has heretofore been included in the first semi annual dividend of the new year.

Besides keeping up our road to a high standard of efficiency, we have by our sinking funds, and our use of earnings for construction, accumulated a surplus beyond our dividends of 8 per cent per annum—and it becomes a grave question what part of this might prudently be represented by stock and distributed to the stockholders of to-day rather than held undivided for the benefit of future owners, always reserving a reasonable amount to meet bad crops or other contingencies. Our accounts for the past few years show that with average crops, in a rapidly growing country, there is every promise of our being able to pay fair dividends upon the whole cost of our road. The rates at which we are doing our business are moderate, and the facilities which we are giving to both freight and passengers seem to be satisfactory to the public, while our rate of dividends is less than the average rate of interest at the West on good security, and very much less than the returns which enterprising men claim upon all investments involving risk.

The length of road owned and leased by the company at the beginning of the year, including all branches, and also the St. Louis, Rock Island and Chicago Railroad, was 1,606.107 miles; there have been added during the year 154.283 miles—making a total of 1,760.890. Add for roads leased and operated jointly with other companies, and roads for which a fixed yearly rental is paid, 96.892 miles—making the total number of miles operated by the company December 31, 1879, 1,857.282.

The equipment consists of 374 engines, 140 passenger, 70 baggage, mail and express, 8,412 box, freight and cattle, 2,415 platform and coal, 202 way, 5 dining, 4 officers', 6 wrecking and tool, 2 pile drivers, 457 hand and 368 rubble cars.

The total number of passengers carried in 1879, exclusive of those carried on mileage and season tickets, was 2,076,184, against 2,014,511 in 1878—an increase of 61,673. Total number of tons of freight carried in 1879 (including the Illinois Central in their own cars 831,474 tons) was 4,686,358; in 1878 (including Illinois Central 298,905 tons,) 3,975,010 tons—an increase of 711,348 tons.

The number of tons carried increased 17.9 per cent, and the receipts from freight increased only 4.5 per cent. These figures indicate that the increase in the volume of business, in proportion to the earnings, has been greater than the previous year.

The increase of freight cars has been 14.94 per cent—somewhat greater than the increase of business. The payments for rents of cars in 1879 amounted to \$14,281.91, as compared with \$118,-

738.08 paid in 1878—showing a decrease of \$74.

451.17.

GENERAL ACCOUNT, December 31, 1879.

Capital stock.... \$30,883,600 00

Amount of B. & M. R. R. stock outstanding December 31, 1879.... 120,866.51

\$31,004,466.51

Funded debt:

Trust Mortgage 8 per cent bonds, payable January 1, 1883.... 150,000 00

Trust Mortgage Inconvertible Sinking Fund 8 per cent bonds, payable January 1, 1888.... 2,561,000 00

Trust Mortgage 7 per cent bonds, payable October 1, 1890.... 653,000 00

Seven per cent bonds, payable January 1, 1896.... 838,475 00

Seven per cent Mortgage bonds, payable July 1, 1903.... 18,695,000 00

Second Mortgage bonds, issued on account Northern Cross Road, payable at Frankfort-on-the Main; interest at 4½ per cent to July 1, 1875, and at 4 per cent from July 1, 1875, to July 1, 1890.... 741,000 00

5 per cent bonds, payable June 1, 1896.... 899,000 00

5 per cent bonds, payable October 1, 1901.... 2,856,000 00

5 per cent Mortgage bonds (Iowa division), payable Oct. 1, 1919.... 600,000 00

B. & M. R. R. Land Grant bonds.... 84,621,250

B. & M. R. R. Convertible bonds of 1879.... 6,000 00

B. & M. R. R. Convertible bonds of 1894.... 279,000

B. & M. R. R. Convertible bonds of 1899.... 270,500

5,276,750 00

Total funded debt, bearing an average rate of interest of 6.79 per cent.... \$27,270,225 00

Contingent liabilities for branch roads (\$3,238,000):

Ottawa, Oswego and Fox River Valley B. R. bonds.... \$1,076,000 00

Illinois Grand Trunk R. R. bonds.... 890,500 00

Quincy and Warsaw R. R. bonds.... 720,000 00

Dixon, Peoria and Hannibal R. R. bonds.... 546,500 00

Unclaimed dividends.... \$4,179 10

Unpaid accounts and vouchers.... 708,327 86

Bills payable.... 29,000 00

Unpaid coupons and pay rolls.... 408,221 55

Land Grant, B. & M. R. R. (Iowa).... 62,152 95

Amount due Boston office.... 95,509 90

1,307,391 86

Profit and loss.... 76,602 04

Total receipts for local aid to B. &

M. R. R. and branches.... 365,189 96

Income account.... 4,416,262 91

Renewal fund.... 2,000,000 00

Land Grant Sinking fund.... 2,164,014 92

Sinking Fund, C. B. & Q. 8%.... 2,742,147 18

Sinking Fund, C. B. & Q. 6%, ac-

count Albia, Knoxville and Des

Moines R. R. bonds.... 69,295 00

Sinking Fund, C. B. & Q. 5%, ac-

count St. Louis, Rock Island and

Chicago R. R. bonds.... 151,644 44

74,801,229 82

Cost of construction.... \$41,196,272 08

Cost of equipment.... 11,181,682 96

Cost of telegraph lines.... 17,179 16

552,345,134 15

Cos. of branch roads:	
American Central Railroad.....	1,878,825 70
Dixon, Peoria and Hannibal R. R.	965,345 61
Dixon and Quincy Railroad.....	87,791 85
Carthage and Burlington Railroad	828,294 29
Illinois Grand Trunk Railroad....	1,451,982 77
Keokuk and St. Paul Railroad....	1,524,888 98
Ottawa, Oswego and Fox River Valley Railroad.....	1,876,644 46
Peoria and Hannibal Railroad....	970,726 93
Quincy and Warsaw Railroad....	934,108 44
Chicago and Rock River Railroad.	806,804 75
Albia, Knoxville and Des Moines Railroad.....	462,000 00
St. Louis, Rock Island and Chicago Railroad.....	3,427,899 85
Nebraska City, Sidney and Northeastern Railroad.....	217,287 32
Chariton, Des Moines and Southern Railroad.....	341,836 23
Creston and Northern Railroad....	203,984 78
Leon, Mt. Ayr and Southwestern Railroad.....	583,161 90
Leon, Mt. Ayr and Southwestern Extension.....	8,023 56
Hastings and Avoca Railroad....	927 66
Des Moines and Knoxville R. R., Brownsville and Nodaway Valley Railroad Extension.....	671,817 45
Red Oak and Atlantic Railroad....	170,051 18
Moulton and Albia Railroad.....	188,689 98
Material on hand for future use... Trustees of B. & M. E. R. R. (Iowa) Land Grant....	\$16,898,878 68 753,588 98
Trustees of C. B. & Q. Sinking fund...	1,273,415 05
Due from Post Office Department.....	2,969,256 58
Due from accounts and bills receivable, including \$408,128 suspended debt	\$60,434 00
38 suspended debt accounts.....	1,244,275 71
Cash in Treasury	529,661 82
President.—J. M. FORBES.	1,834,371 08
Vice Pres't & Gen'l Manager.—U. E. PERKINS.	\$74,801,229 82

Directors.—John M. Forbes, Sidney Bartlett, Charles J. Paine, T. Jefferson Coolidge, John L. Gardner, Jr., Henry S. Russell, Edward Bangs, Boston, Mass.; John N. A. Griswold, Peter Geddes, New York City; Charles E. Perkins, Burlington, Iowa; James M. Walker, Chicago, Ill.

Chairman of the Board.—J. N. A. GRISWOLD. General Solicitor and Counsel.—J. M. WALKER. Treasurer.—Ames T. HALL. General Auditor.—GEORGE TYSON. Assistant Treasurer.—J. N. DENISON. Secretary.—J. G. WALKER. Clerk of the Board.—W. J. LADD.

The Grand Canon of the Arkansas, together with the entire line from Canon City to Leadville, has been turned over to the Denver and Rio Grande Railroad Company by the Atchison, Topeka and Santa Fe. The former company takes all the material, rolling stock, &c. Receiver Ellsworth will turn over the road now in his possession as soon as an inventory of the property can be made.

We have received from the National Railway Publishing Company, a new General Railway map which gives the latest railroads constructed, and presents a comprehensive view of the railroad system of the United States and Can-

ada to date. It is a very useful office map for all interested in railroads and railroad construction.

Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of March, were:

ENTERED FOR CONSUMPTION.

	1879.	1880.
Manufactures of wool...	\$1,326,169	\$1,988,007
" cotton...	1,500,817	2,517,589
" silk....	2,348,075	3,157,151
" flax....	968,380	1,753,656
Miscellaneous dry goods...	621,167	963,193

Total..... \$6,757,608 \$10,874,596

WITHDRAWN FROM WAREHOUSE.

	1879.	1880.
Manufactures of wool....	\$587,434	\$585,790
" cotton...	248,746	202,014
" silk....	372,613	472,776
" flax....	368,227	388,916
Miscellaneous dry goods...	252,913	226,866

Total..... \$1,827,933 \$1,820,862

Add entered for consump. 6,757,608 10,874,596

Thrown upon market... \$8,585,541 \$12,195,458

ENTERED FOR WAREHOUSING.

	1879.	1880.
Manufactures of wool...	\$649,967	\$468,156
" cotton...	267,242	184,088
" silk....	493,425	467,462
" flax....	284,956	508,609
Miscellaneous dry goods...	160,394	235,439

Total..... \$1,855,984 \$1,868,754

Add entered for consump. 6,757,608 10,874,596

Total entered at the port. \$8,613,592 \$12,238,350

The imports of dry goods at New York during the first quarter of the year, were:

	1879.	1880.
January	\$5,987,719	\$10,714,881
February	12,589,363	15,691,575
March.....	8,613,592	12,238,350

Total 3 months.... \$27,190,674 \$38,644,806

The imports of dry goods at New York for three months from January 1, were:

	1879.	1880.
Manufactures of wool...	\$4,450,604	\$6,421,101
" cotton...	5,112,480	8,036,824
" silk....	7,145,526	9,371,417
" flax....	8,056,907	5,548,704
Miscellaneous dry goods	1,780,234	2,921,571

Total..... \$21,584,751 \$32,299,617

	1879.	1880.
Manufactures of wool...	\$1,673,980	\$1,846,196
" cotton...	953,915	1,110,575
" silk....	1,162,516	1,465,508
" flax....	1,119,825	1,861,669
Miscellaneous dry goods	625,230	653,157

Total withdrawn from warehouse..... \$5,585,466 \$6,437,100

Add entered for consump. 21,584,751 \$32,299,617

Total thrown on the market..... \$27,120,217 \$38,738,717

	1879.	1880.
Manufactures of wool...	\$1,797,155	\$1,657,114
" cotton...	949,784	910,586
" silk....	1,447,288	1,247,836
" flax....	928,399	1,881,369
Miscellaneous dry goods	483,367	698,284

Total entered warehouse. \$5,605,923 \$6,345,189

Add entered for consump. 21,584,751 \$32,299,617

Total entered at port.... \$27,190,674 \$38,644,806

American Steamship Co.

At the annual meeting of this company, held in Philadelphia on the 5th inst., the report of the directors for the year ending December 31, 1879, was presented, from which we learn that during the year the four steamships accomplished 35 round voyages, the receipts being \$850,971.04, and that the expenses—some of which were extraordinary in their character—left a deficit of \$62,086.96. The report says:

Of the extraordinary expenses \$45,574.26 was in settlement of the verdict and legal expenses in the collision case of the Steamship Pennsylvania, in December, 1877, with the ship Oasis.

Owing principally to the very low rates of freight existing during the past year on eastward bound traffic, the receipts from all sources show a decrease of about \$17,000 from those of the previous year, but a corresponding decrease has been effected in the expenditures for ordinary operating and shore expenses, and the deficit of the year is mainly attributable to the settlement of the Oasis case, and extraordinary repairs and alterations to the ships.

To meet the interest coupons maturing April 1, 1879, on the bonds of the company, \$15,000 was borrowed of the Pennsylvania Railroad Company. The interest due October 1 was paid out of the earnings of the company.

The steamers of the company are now being improved by the addition of steam steering gear and the erection of iron pilot and deck houses, iron bridges and other additions, so as to render them equal to any steamers in the transatlantic service. The regularity of the departures and arrivals, and the satisfactory time made by the steamers, has continued during the past year, while they have been kept in thorough repair, and the service, it is believed, has given entire satisfaction to the patrons of the line.

The report was accepted, and an election was held for Directors, with the following result: Henry D. Welsh, President; Josiah Bacon, John Price Wetherill, D. B. Cummins, N. Parker Shortridge, Strickland Kneass, Wm. D. Winsor, G. B. Roberts, George N. Allen, Henry C. Butcher, J. N. Du Barry.

Rapid Transit in Westchester Co.

The Westchester County Rapid Transit Commissioners have decided upon the route of their road, which will be as follows:

It forms a large loop, the bight of the loop being at Corson's Corners, in Mount Vernon. The easterly line then runs to Chester Hill, crossing the New York, New Haven and Hartford Railroad at Franklin Avenue, and continues thence, running between Franklin and Fulton avenues to a little below Third-street. It then takes a curve to the westward, going across the village north of Fourth-street, and proceeds to a point near the White Plains road, at Washingtonville; then curving to the south, it runs about parallel with the White Plains road to the head of Fourth-street, in Wakefield, and keeps the west side of that street to near William's Bridge when it crosses Briggs-avenue, near Brigg's store. Continuing for half a mile on the east side of the "old road," it enters the Lorillard estate, west of the Bear Swamp road. Thence, following a valley on the Lorillard property for nearly a mile, it terminates at the Bronx River, just north of Pelham-avenue bridge, where it will connect ultimately with the Second-avenue road out of this City into the Twenty-fourth Ward. The western branch of the loop, starting, as before, from Corson's Corners, goes through a ravine to the New York and Harlem Railroad, crossing the Bronx River at or near Bridge-street. It then continues along the east bank of the Bronx for a mile and a half, to the southern line of the county, at Woodlawn Heights, where it will connect with the central route of the Suburban Company. The east branch is

given a connection with the New York and New Haven Railroad by a branch running east from Union-avenue and Fourth-street, and the west branch will connect with the New York and New Haven Railroad by a branch across the Bronx, north of Woodlawn Heights. The engineer estimates the total length of the lines at eight miles.

Bradshaw's Railway Manual for 1880.

This well known work, of which the present issue is the 32nd since its first appearance, fully maintains its character as an invaluable repertory of facts for the information and guidance of the railway shareholder and investor. Besides giving an official directory, arranged both under the separate companies and in an alphabetical appendix, and including every gentleman connected with the administrative and executive staffs of the three kingdoms, the Manual gives a history and an account of the financial position of every British line, together with the similar details with regard to the chief Canal and Rolling Stock Companies. In addition to these facts, which are of more or less importance to all who have money or who contemplate putting money in railway securities there is a variety of other useful and interesting information in the work. Thus with reference to the representation of the railway interest in the Parliament now expiring we learn that the House of Lords contains no fewer than 48 peers who are directors of railway companies. In the House of Commons the number of railway directors is still greater, being no fewer than 119.

The subsidiary information found in this volume, including accounts of the chief Colonial, Continental, and American lines, auxiliary associations connected with railways, railway dividends, railway legislation, with the results of the session of 1879 and the notices of bills of 1880, railway commission, and many other kinds of intelligence, cannot fail to be found useful by various classes of readers.—*Herapath.*

¶ The new pipe line known as the Union Tank Line, which is being laid by the Standard Oil Company between Bradford and New York, has progressed eastward as far as Wellsville. From there the route passes through Greenwood, about fifteen miles south of Hornellsville, thence to Addison and to Painted Post. No attempt is made to follow the valleys, as distance is avoided, and not grade. Wherever the pipe passes over cultivated land it is buried twenty inches, but along the line of farmers' lands, or in timber land, it is hardly covered.

¶ The President of the Cumberland Valley Railroad Company, in his report, refers to the Shenandoah Valley Railroad as now approaching completion, and officially announces a connection between it and the Cumberland Valley railroad a short distance south of Hagerstown. He says a satisfactory agreement by the new company has been made with his company for the use of depot and other facilities at Hagerstown.

¶ A surveying party has commenced work at Atlanta, Ga., locating the Georgia Western railroad. The Louisville and Nashville Railroad Company will construct the line at once to Decatur, Ala., where it will intersect one of their main lines. This new road will effect railroad combinations in the South, and will, it is said, give the Louisville and Nashville Company a stronger hold than ever.

¶ A preliminary survey is being made for a railroad from Manchester to Ashburnham, Mass. The line will cross the Wilton Railroad at a point four miles from Nashua. It is stated that this route from Manchester to Boston via the Fitch-

burg Railroad is but two miles further than by way of Nashua and Lowell.

Progress of the Anthracite Coal Trade.

Messrs. P. W. & W. S. Shearer have published a chart illustrating the progress of the Anthracite coal trade of Pennsylvania. This chart was compiled to accompany a paper read by P. W. Shearer before the meeting of the American Association for the advancement of Science, at Saratoga in September, 1879, an abstract of which was given in these columns at the time. The chart includes Mr. Shearer's familiar "coal pyramid," showing the increase in the volume produced yearly from the beginning of the trade, in 1820. The product for 1879 is added, forming the base of the pyramid, and the sudden expansion in that year is strikingly shown.

An entirely new and no less striking feature than the "pyramid" is a series of blocks drawn to scale, representing the comparative amount of coal in each of the Anthracite fields, the proportion mined, the proportion of the remainder that will probably be made available and the probable waste. The Schuylkill field, for instance, is represented by a block 5 inches long by 2 3-16 inches wide. The amount that has been mined up to the present time is represented by a strip across the width of the block but 5-16 in. wide. The amount of available coal is shown by a section 2 1-16 by 2 3-16 and the waste by a section 3 1/8 by 2 3-16.

In addition to these, there is a large number of important statistical tables of coal, iron, oil, etc., the whole forming a valuable collection for reference.

Bessemer and Siemens-Martin Steel.

In a new volume on "Steel, its History, Manufacture, Properties and uses," written by the Secretary of the British Iron and Steel Association, the following table of the production of Bessemer and Siemens Martin steel is given, showing the remarkable development in the steel manufacture from 1870 to 1878:

	Production in 1870.—Tons.	1878.—Tons.
Austria	22,112	97,470
Belgium	9,563	88,000
France	90,000	818,000
Germany	169,951	468,000
Great Britain.....	245,000	1,020,000
Russia	8,788	18,050
Sweden.....	6,640	22,000
United States.....	40,000	768,000
Total tons	572,054	2,797,520

¶ The American Express Company has purchased the personal property and good will of the United States and Canada Express Company owned by B. P. Cheney, of Boston, and Nathaniel White of Concord. The business is a very extensive one, and has been worked up by these gentlemen, who have been in business for thirty-eight years. The route covers 2,000 miles, extending from Boston to Montreal, with many branches.

¶ Valentine L. Lary (formerly receiver) has been elected President of the New Jersey and New York Railway Company. Isaac D. Demarest is Vice President, and Henry C. Denning Secretary and Treasurer. The directors are: Garrett Ackerson, Jr., Charles L. Atterbury, Robert W. De Forest, Isaac D. Demarest, Louis Fitzgerald, Joseph E. Gay, V. L. Lary, John J. McCook, Jacob Van Buskirk, Peter Ward, J. C.

Westervelt, Edward P. Carpenter, and Henry C. Deming.

New York and Brooklyn Bridge.

The suit of Abraham B. Miller against the cities of New York and Brooklyn and the Trustees of the Brooklyn bridge was before Judge Blatchford, in the United States Circuit Court on the 31st ult., for trial and final argument. The suit was begun to enjoin the construction of the bridge and to have it declared an obstruction to navigation. Judge Blatchford said that he would hold in accordance with Judge Johnson's decision that the proper and necessary consent of the Secretary of War had been given, and that so long as the bridge was being properly constructed under the plans as approved by Gen. Humphreys and the Secretary, the matter was ended, unless Congress again interposed.

New York, Lake Erie and Western R. R.

The following is the official statement of earnings of the New York, Lake Erie and Western Railroad Company for the month of February:

1879.	1880.
Gross earnings	\$1,207,390 98
Working expenses...	934,076 16
	309,883 94

Net earnings...	\$273,814 77
	\$812,588 75

—showing an increase in earnings of \$14,826 76, a decrease in expenses of \$24,442 22 and an increase in net earnings of \$69,268 98.

October to February inclusive :	
1878-9.	1879-80.

Gross earnings.....	\$6,415,243 10
Working expenses...	4,518,491 89
	4,860,288 45

Net earnings...	\$1,901,751 22
	\$2,816,087 76

—showing an increase in earnings of \$761,133 11, an increase in expenses of \$346,796 57, and an increase in net earnings of \$114,336 54.

ATLANTIC, MISSISSIPPI & OHIO R. R. CO. In view of the present arrangements for the harmonious fusion of all interests, the undersigned hereby withdraw their protest dated the twenty-eighth February.

Signed,

FOSTER & BRAITHWAITE,
HESLTINE, POWELL & CO.,
VIVIAN GRAY & CO.,
B. G. GOLDSMID,
JOHN TAYLOR & CO.,
WALKER, RUSSELL & CO.,
HELBERT, WAGG & CAMPBELL,
TOM NICKALLS & CO.,
BORTHWICK, WARK & CO.,
CREWS & LICHTENSTADT,
F. L. SLOUS,
HAES & SONS,
L. MESSEL & CO.,
GOWAN & MARX,
T. E. TWYCROSS,

OFFICE OF THE ONTARIO SILVER MINING CO.,
31 BROAD ST., NEW YORK, APRIL 5, 1880.

DIVIDEND NO. 54.

THE REGULAR MONTHLY DIVIDEND OF FIFTY CENTS per share has been declared for March, payable at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway, on the 15th inst. Transfer books close on the 10th inst.

H. B. PARSONS, Assistant Secretary.

LONERGAN'S SECRET SERVICE

NEW YORK AND ST. LOUIS.

T. B. LONERGAN Correspondent
32 & 34 Nassau St., S. W. Con. 7TH & OLIVE St.
New York. St. Louis.

The investigation of frauds on Railway Companies
is a specialty.

The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week ending March 27, as reported by the several carrying companies, amounted to 356,852 tons, against 447,860 tons in the corresponding week last year, a decrease of 90,508 tons. The total amount of anthracite mined for the year is 4,481,488 tons, against 5,888,680 tons for the same period last year, a decrease of 1,407,192 tons. The quantity of bituminous coal sent to market for the week amounted to 27,881 tons, against 68,721 tons in corresponding week last year, a decrease of 40,840 tons. The total amount of bituminous mined for the year is 820,060 tons against 649,906 tons for the corresponding period last year, an increase of 170,144 tons. The total tonnage of all kinds of coal for the week is 384,238 tons, against 511,081 tons in corresponding week last year, a decrease of 126,843 tons, and the total tonnage for the coal year is 5,251,488 tons, against 5,598,586 tons to same date last year, a decrease of 587,048 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the third week of March was 185,342 tons, of which 92,108 tons were coal and 43,284 tons coke. The total tonnage for the year thus far has been 1,468,858 tons, of which 1,096,120 tons were coal and 373,738 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region has ceased, owing to the strike on the Cumberland and Pennsylvania Railroad. The shipments for 1880 down to March 27 were 852,878 tons, an increase of 118,051 tons as compared with 1879. The shipments to the Baltimore and Ohio Railroad for the year have been 809,838 tons, an increase of 110,897 tons over the corresponding period of last year. The shipments to the Chesapeake and Ohio Canal for the year have been 8,160 tons, a decrease of 75 tons as compared with 1879. The shipments to the Pennsylvania Railroad for the year were 40,385 tons, an increase of 7,219 tons over the corresponding period of 1879.—[Phil. Ledger, April 5.]

C A copy of the proceedings of the Board of Directors of the Lexington and Southern Railway Company has been filed with the Secretary of State of Missouri, extending the road from a point 10 miles south of Butler, Bates county, in a southern direction, through the counties of Bates, Vernon, Barton, Jasper, Newton and McDonald, to the southern boundary line of the State, a distance of about 145 miles. This establishes the line of the road from Pleasant Hill, Cass County, to the southern boundary of the State, a distance of about 200 miles.

C In the case of the New Orleans and Selma Railroad, special Chancellor Ward has rendered a decree dismissing Robertson's bill, and ordering a sale of the road, the proceeds to be divided pro rata among the indorsed bondholders. No priorities were given. The road will probably be sold on the same day as that fixed for the sale of the Selma, Rome and Dalton Railroad.

C A company has been organized at Pioche, Utah, to build a railroad which shall connect with the Utah Southern extension. The latter is open to Black Rock Springs, 87 miles from San Francisco.

C The gross earnings of the Philadelphia and Erie Railroad Company for the month of February, 1880, were \$245,372 01; the expenses, \$162,358 94; and the net earnings, \$83,018 07.

C The Southwest Pennsylvania Railroad will be completed to Fairchance, five miles south of Uniontown, by the 1st of May.

A. G. DAY,

Kerite Insulated Telegraph Wire and Cables,

MANUFACTURER OF

Of all kinds made to order, for Ocean, River, Aerial and Subterranean Lines.

The Kerite covering of these Conductors unlike any other, resists effectually the destructive action of Heat and Moisture, and the corrosive agents either in Earth, Air or Water.

C Special orders should state whether the Cable is to be exposed to Earth, Air or Water.

FACTORY—SEYMOUR, CONN.

Office, 120 Broadway, New York.

NEW YORK, LAKE ERIE & WESTERN RAILWAY.

TO THE TRAVELING PUBLIC.

During the Centennial Season—six months, closing November 10, 1876—the Erie Railway carried almost 3,000,000 passengers, without a single accident to life or limb, or the loss of a piece of baggage.

And for a whole year, the official records of the United States Post-Office Department show the arrivals of Erie Railway trains in New York, on time, to be from 15 to 27 per cent. ahead of competing lines.

Facts well worthy the consideration of travelers.

E. S. BOWEN,

General Superintendent.

JNO. N. ABBOTT,

General Passenger Agent.

WM. A. COLE & CO.,

PRESSERS OF OILS,

AND

DEALERS IN STEARINE, GREASE, &c.

387, 389 & 391 WEST 12TH STREET.

BRANCH OFFICE, 41 BROAD ST.,

NEW YORK.

TO MINE OWNERS.

The New York Stock Exchange has at last opened its doors to the mining interest of our country, and now allows its members to deal in mining shares. Parties who have first class mining properties, and wish to organize companies, under the laws of the State of New York, which are liberal, and find a market, would do well to communicate with

WILLIAM EUCLID YOUNG,

(Member N. Y. Stock Exchange, also N. Y. Mining Stock Exchange.)

Office 60 Broadway, N. Y.

ALWAYS READY TO GIVE QUOTATIONS,
ANSWER QUESTIONS, AND BUY
OR SELL.

WM. O. McDOWELL,

Banker and Stock Broker,

ROOM NO. 11 COAL AND IRON EXCHANGE,
NO. 17 CORTLANDT-ST.

HEAD-QUARTERS FOR NEW JERSEY
AND OSWEGO MIDLAND SECURITIES.

John H. Davis & Co.,

Bankers and Bankers,

17 Wall St., New York.

Interest allowed on Temporary and Standing Deposits.

Stocks and Bonds bought and sold on Commission only, either on Margin or for Investment.

EWEN & OSBORNE,

BANKERS AND BROKERS,

62 Broadway and 21 New St., N. Y.

DEALERS IN

Government and Investment
SECURITIES.

Buy and sell on Commission, for cash or on margin, all securities dealt in at the New York Stock Exchange.

Interest allowed on Deposits, subject to draft at sight.

Knox & Shain,

MANUFACTURERS of Engineering and Telegraphic Instruments, 716 Chestnut St. Phila. (Two medals awarded by Franklin Institute, and one by Centennial.)